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SWEEPING REFORMS.

WHAT NATIONALISTS WANT.

LIKIN PROMISES.

Nanking Conference Sets Ambitious Programme.

INCOME TAX AND A GOLD STANDARD.

Sweeping reforms in the financial administration of China have been broadcasted by the so-called National Conference at Nanking.

Important changes in foreign and domestic trade are included in the aims.

Income-tax, inheritance tax, a gold standard, a bank for the whole country as the only one-empowered to issue paper money, and the floating of other banks with a view to expansion of railways and shipping are among the ideals which have been announced.

How likin is going to be abolished very shortly, and how loans of all kinds will be dealt with "impartially" are some of the promises made. Latest details are given below.

LATEST DETAILS.

Shanghai, Yesterday.

According to a message from Nanking, the National Financial Conference has held its last session.

A dramatic feature was furnished by the rejection of the Kwangtung Provincial Finance Commissioner's proposal as follows:—

Firstly, that as Kwangtung has incurred large debts since the formation of the Republic she should be allowed the space of at least a year to work out her own tax schemes, independent of the Finance Ministry.

Secondly, she should be allowed to retain the cigarette tax of 50 per cent. ad valorem in preference to the arrangement made by the Ministry with foreign merchants providing for a 22 1/2 per cent. consolidated tax.

Thirdly, that the Salt Inspectorate should not be restored in Kwangtung.

Fourthly, that during the year the gambling tax and opium tax (which amount to over \$2,000,000 a month) should not be abolished by the Central Government but allowed to be handled gradually by the provincial authorities.

The delegates at the Conference were almost unanimously against the main proposal, claiming that nearly all the provinces had incurred indebtedness similar to Kwangtung's.

Tariff Autonomy.

Mr. T. V. Soong (Minister of Finance) made a statement that the general principle of unification must be applied to all alike, but that the Finance Ministry would sympathetically view any special problems brought up by the provinces.

The statement met with general approval.

Under the head of an improved system of taxation for the whole of China, the Conference decided that, before carrying into effect the declaration of tariff autonomy, foreign imports of a similar variety to native products which an internal levy is collected shall also be liable to a similar consumption tax; while, after carrying tariff autonomy into effect, all imports shall be liable to only one tax and no further levies will be collectable.

Provincial Revenue.

As regards the Salt Administration, it was decided that the salt tax for the whole country shall be unified and effective control of the salt-fields be secured, as the prerequisite improvements in the administration.

The Conference agreed that all land taxes shall be considered provincial revenue.

In connection with the abolition of likin, the Conference decided that the Finance Ministry shall appoint a committee of abolition, which shall arrange to abolish likin completely between September and December. Kiangsu and Chekiang provinces are doing so before the end of September.

New Taxes.

With reference to the new taxes necessary to make up the loss of revenue from likin, the Conference decided that

Firstly, special consumption taxes (national taxes) shall be imposed on certain articles except such neces-

sities as rice, wheat, native-made cloth, etc.

Secondly, a graduated scale of income tax with heavier incidence on higher incomes shall be promulgated in accordance with the latest practice.

Thirdly, inheritance tax shall be levied for the purpose of social justice.

In view of the improvement in national credit, domestic and foreign secured loans shall be paid as heretofore, while an impartial commission shall be appointed to investigate the unsecured loans.

Size of Army.

The Conference unequivocally endorsed the recommendation of the Shanghai Economic Conference limiting the army to 500,000 men and current military expenditure to \$192,000,000 annually.

In connection with economic policy, the Conference decided

Firstly, to abolish the licit as a monetary unit, using the dollar, and to work towards the ultimate adoption of the gold standard.

Secondly, to organise a national bank to act as the Government's treasury with the sole right of issuing banknotes to stabilise exchange.

Thirdly, to organise an exchange bank to act as the central clearing house for internal and foreign exchange.

Fourthly, to establish agricultural and industrial banks to facilitate the country's development of industry and agriculture.

Fifthly, to improve the railways and expand marine navigation to improve the country's postal system and telegraphic service.

Protectionist Policy.

The conference resolved that all disbanded troops shall be employed on various works, such as irrigation, road-construction, colonisation and other rehabilitation measure.

The Conference also decided to carry out the policy of protection and encouragement of production and manufacture of native goods.—Reuter.

Taxes in Arrear.

Shanghai, Yesterday.

The Nationalist Government Council has approved the petition of Mr. T. V. Soong abolishing all farm taxes in arrear before Dec. 31, 1927.—Reuter.

PEACE DELEGATES.

Question of Manchuria's Problems.

Peking, To-day.

Four delegates of the Manchurian Government have arrived here with peace-proposals but have not yet seen the Nationalist military leaders.

The "big four" of the Nationalist Party, Marshal Chiang Kai-shek (commander-in-chief), General Li Tsung-jen (Kwangsi faction), General Yen Hsi-shan (of Shansi) and Feng Yu-hsiang (the "Christian General") met at a conference in Tongshan to-day and it is believed that they discussed Manchurian affairs.—Reuter.

UPPER YANGTZE.

River Banks Being Cleared of Bandits.

Ichang, Yesterday.

It has been ascertained that Gen-

MARTIAL LAW IN CANTON.

INSANE SOLDIER.

MADMAN SHOTS SENTRY AND RAISES ALARM.

A WATERY GRAVE.

Martial law was enforced on Tuesday midnight in Canton, says the "Kung Sheung Yat Po." The noise of firing was heard that night and next morning the bodies of three men, were seen lying on the East Bund.

After investigation, it was found that one of the soldiers stationed on board a junk had become insane in the middle of the night. He got up from his sleep, took a gun and shot the two sentries who were on duty. One of the boatmen was also killed and four other soldiers were wounded. The others, having been aroused from their sleep and thinking that they were going to be disarmed, fired at random.

The demented soldier was subsequently discovered and chased. He jumped into the river and was not again seen.

"WINNIE" SCORES.

COURSE BETTING BILL ADOPTED.

PASSAGE THIS SESSION.

London, Yesterday.

The Cabinet has decided to adopt the Racecourse Betting Bill and it will figure as a Government measure to be passed this session. The hesitation to adopt the Bill has hitherto been ascribed to the fact that some of the Cabinet Ministers and other Conservative supporters were hostile to it. The decision is regarded as a personal triumph for Mr. Winston Churchill.—Reuter.

eral Mr. Tain-ting, acting under orders from the Ichang authorities, is clearing out bandits from the banks of the Upper Yangtze and will operate up-river as far as mileage 76.

From mileage 76 upwards, General Yang Sen has driven out all bandits and all is quiet now on both banks.—British Naval Wireless.

(Note: The territory referred to is under local authorities. The bandits have caused some inconvenience to British and other shipping, as have Yang Sen's troops.)

NORTH CHINA.

How Conquered Area is to Be Divided.

Peking, Yesterday.

Marshal Chiang Kai-shek is reported to have reached an agreement with his Nationalist military colleagues relative to the policing of North China.

Troops of the 2nd Army Group will be stationed from north Honan along the railway to Tientsin.

Troops of the 3rd Army Group will control the line northward from Tientsin to Peking and Tientsin, while from Tientsin to Luanchow, the 3rd Army Group and a part of the 1st Army Group will be stationed.—Reuter.

[Note: The railway referred to is the Peking-Hankow line. The various group armies are as follows:—

1st: Chiang Kai-shek.
2nd: the Kuomintang, under Feng Yu-hsiang, the "Christian General."
3rd: Shansi troops under General Yen Hsi-shan.]

FRENCH TREATY.

Nanking Foreign Ministry's Notification.

Shanghai, Yesterday.

According to a message from Nanking, the Nationalist Ministry of Foreign Affairs has officially notified the French Minister declaring the abrogation of the commercial regulations and the appendix thereto concerning Annam and Indo-China in the treaty between China and France upon their expiration on July 7. The notification was handed to the French Consul-General for transmission to the proper quarters.—Reuter.

SUICIDE RUMOUR NOT DISPROVED.

"CURLEW" TRAGEDY.

CHIEF PETTY OFFICER EVANS DISAPPEARS.

DEATH ON HIGH SEAS.

Rumours current yesterday that somebody on H.M.S. "Curlew" had committed suicide were not disproved this morning when the following message was issued:—

"H.M.S. 'Curlew' regrets to report the disappearance and presumed death by drowning of Chief Petty Officer Frederick Evans, No. O. N. 238,216, probably between 2 and 6 a.m. on July 10.

"It is understood that the deceased was not married." Until further news is available, it will not be known whether C.P.O. Evans committed suicide or fell overboard accidentally.

"Curlew" was then 300 miles or so out from Hong Kong, bound for Singapore, having left here on Monday on a voyage home. She belongs to the 3rd Cruiser Squadron, which is in the Mediterranean Fleet, but was detached for service in China.

"SOME RAIN."

Typhoon On Way to Coast.

North west winds, freshening; fine at first, some rain later, is the official weather forecast until noon to-morrow.

Pressure is high to the south of Tokyo and low over China. The typhoon is crossing northern Luzon in a W.N.W. or N.W. direction.

Conditions are now favourable for its passage at a safe distance to the east of Hong Kong. The following telegram was received from the Manila Observatory at 9 o'clock this morning:

3.45 p.m. 11th. Cyclone or typhoon E. of Luzon, less than 300 miles distant moving W.N.W. of N.W.

11th 9.00 p.m. typhoon in about 123 deg. Long E. and 17 deg. Lat. N. moving W.N.W.

From the above, the typhoon is located south of Aparri, about 699 miles from Hong Kong and, in direct line, should strike the coast between Holihow and Pak-hoi. If there is any particular degree of northerly swing Macao and Hong Kong may be affected.

ATLANTIC LURE.

COSTES TO ATTEMPT A NON-STOP FLIGHT.

PARIS—NEW YORK.

Paris, Yesterday.

The aeroplane in which Costes will attempt to fly from Paris to New York is expected to arrive at Le Bourget Aerodrome to-day or to-morrow.

According to the "Matin," if Costes succeeds in flying the Atlantic, he proposes to attempt a world flight in fifteen days via San Francisco and Japan.—Reuter.

FRENCH HOSTEL.

TO ACCOMMODATE STUDENTS FROM INDO-CHINA.

ROYAL STONE-LAYING.

Paris, Yesterday.

In the presence of the King of Annam the first stone was laid in the Indo-Chinese hostel at Parc Montsouris.

It will accommodate a hundred students.—Reuter.

THE PRIMATE.

London, Yesterday.

The Upper House of Convocation to-day placed on record its deep sense of the loss it would suffer in the approaching retirement of the Archbishop of Canterbury, who is eighty years of age and has presided over Convocation for 25 years.—British Wireless Service.

London, Yesterday.—At the adjourned meeting of Baldwin's Limited, in London to-day, the 7 1/2 per cent. debenture holders unanimously accepted the compromise offered recently.—Reuter.

MOTOR RACING QUEST.

A LONG SEARCH.

CAMPBELL TO TRY IN A SYRIAN DESERT.

SPEED RECORD.

London, Yesterday.

Captain Malcolm Campbell, the famous racing motorist, after searching along the British coast and on the coast of Denmark for a suitable place for his next attempt to break the world's land speed record, has decided to make the attempt in a Syrian desert in autumn.—British Wireless Service.

FROM JAVA.

STORY OF KENNEDY TOWN ROBBERY.

A GOLD RING.

Two Chinese were this morning charged before Mr. R. E. Lindsell at the Central Magistracy with having been concerned in a highway robbery in Kennedy Town on Tuesday night.

Defendants who were not legally represented pleaded "not guilty."

Mr. T. Murphy, Assistant Director of Criminal Intelligence, told the Magistrate that he would have to ask his Worship to deal summarily with the defendants as the police were unable to hold the complainant in Hong Kong to wait for the case to go to the Criminal Sessions.

The complainant, Mr. Murphy said, was a returned Chinese emigrant who was on his way to China from Java, and was keen to leave the Colony as soon as possible. In the event of the defendants being committed, the prosecution could only keep the complainant's evidence on record and produce it at the Supreme Court, and it would not be satisfactory to present the evidence of the principal witness to the jury in that way.

Proceeding, Mr. Murphy said that a gold ring and some of the money stolen from the complainant were discovered by the police at the back of a shop into which the robbers had run after they had been chased by the complainant for a long way.

CHARGE AMENDED.

His Worship accordingly amended the charge against the defendants to one of larceny from the person of the complainant of a gold ring and \$190 in Hong Kong currency.

Evidence was then taken. The complainant, Po Ming, said that he arrived in the Colony by the s.s. "Cremor" and went to live at the Chu Ming boarding house where he changed 200 guilders into local currency, receiving \$162. In addition he had on him a draft for another \$50 in Hong Kong currency.

At about 8 p.m., on Tuesday, he went for a walk on the Kennedy Town Praya. As he was about to turn into a side street, he was suddenly seized by four men, one of whom threw his arm round the witness from behind.

A LONG RUN.

The witness recognised first defendant as the man who caught him by the throat, whilst No. 2 was the man who searched him. Second defendant was alleged to have torn the witness' left pocket away from the coat, and a cigarette case in which the witness kept the notes and draft fell to the ground.

Witness saw the second defendant pick the cigarette case up and pass it to one of the other two men. The fourth robber tackled the witness on the right but he was sent to the ground with a kick on the stomach. The robbers then ran and the witness gave chase.

After a long run, the robbers dashed into a shop. The witness then fetched the police and returning to the shop with a constable searched in the back and found the two defendants hiding there. He did not know the other two men got away.

The witness added that after the robbers had run into the shop, the shop people refused to allow him to go in after them because they did not want any commotion in their shop.

Mr. Lindsell remarked that it was peculiar that the two defendants should have waited in the shop until the complainant returned with the police.

MONEY TROUBLE.

The complainant was positive,

ECHO OF "JERVIS BAY" INCIDENT.

MORE QUESTIONS.

THE "FIRST LORD" EXPLAINS ADMIRALTY'S VIEWS.

"SALVAGE?"

London, Yesterday.

The assistance rendered by the Navy to the Australian Commonwealth liner "Jervis Bay" last month was the subject of further questions in Parliament to-day.

Asked as to the cost of such assistance, the First Lord of the Admiralty, Mr. W. C. Bridgeman, said that in the absence of details it was estimated at £500 but until the full circumstances were known he could not say whether this expense would be charged to the owners of vessel.

It was the duty of His Majesty's ships to give every possible aid to vessels in danger or distress and if services rendered came under the heading of salvage services the Crown was prevented from claiming expenses under the Merchant Shipping Act. He added that the word "salvage" was interpreted in a rather wide sense, and he was advised that if there was any mutiny, piracy or plunder concerned the assistance rendered would be covered by the word "salvage."—British Wireless Service.

TREATY PACT.

SIR A. CHAMBERLAIN AGAIN "HECKLED."

"DELAY" DEFINED.

London, Yesterday.

Sir Austen Chamberlain, Secretary of State for Foreign Affairs, was again subjected to sustained heckling, on the part of the Opposition in the House of Commons, on the "delay" in replying to Mr. Kellogg's treaty proposals.

Sir A. Chamberlain replied that he was confident that he would be able to reply before the end of the session. He emphasised that Government's Dominions and India were in no respect responsible for any delay. He defined the "delay," for which he himself was responsible, as "time being taken for careful consideration."—Reuter.

GOVT. OFFICERS.

CHARGED WITH FERRY OFFENCES.

REMANDED ON BAIL.

Penang, July 5.

The case in which W. H. Stubbington and E. Lamerton, two F.M.S. Government servants seconded to Kedah, and G. H. S. Frapp, a planter, are charged with offences on board a ferry boat was called before the District Judge at the Butterworth Police Court to-day.

The Police Inspector asked for a postponement as Mr. W. C. Taylor, the Magistrate, who is the principal witness, is ill.

The case was therefore postponed until Monday, July 25.

The charge against Stubbington is that he caused an obstruction to Heah Seng Whatt and Mr. Taylor, alternatively that he wrongfully restrained Seng Whatt.

The charge against Lamerton and Frapp is that they voluntarily restrained a public servant in the execution of his public duties; alternatively that they offered illegal resistance to the lawful apprehension of Stubbington. There is a second charge against them, that they intentionally insulted Mr. Taylor; alternatively, that they used abusive and insulting words and behaved in an insulting manner, with the intention of provoking a breach of the peace.

The accused were remanded on bail.—"Singapore Free Press."

however, that the defendants were two of the four men who attacked him. He also identified the gold ring found at the back of the shop as his property.

The defendants stated that the trouble arose out of a man named Chang attempting to borrow some money from the complainant.

This, the complainant, denied, saying that he did not know any one named Chang.

The case was adjourned.

'LOST' 'ITALIA' PARTY FOUND.

3 MEN SEEN.

RUSSIAN AVIATOR LOCATES THEM NEAR "KRASSIN."

VIGLIERI PARTY'S FLIGHT.

Moscow, Yesterday.

The "Italia's" "walking party," comprising Majors Mariano and Zappi and the Swedish Professor Malmgren, of whom nothing had been heard since May 30, have been discovered by the aviator, Tchuknovsky, who is attached to the ice-breaker "Krassin." During a reconnaissance flight in eighty degrees, forty-two minutes north 25-45 east, the aviator encircled the party five times. Two of the men vigorously waved a flag and the third was lying down.

ALMOST GIVEN UP AS DEAD.

Tchuknovsky is now seeking a place to make a landing near the Party.

It will be recalled that they left the ice-boat on which the Gondola crashed in an attempt to walk to the north cape in Spitzbergen to reach the steamer "Braganza." They had been almost given up as dead.

The message received here says the "Krassin" is forcing a passage through the thick ice and is now within 25 miles off the Viglieri party and that the walkers have been located 20 miles from the "Krassin."

JOY IN NORWAY.

Oslo, Yesterday.

Tchuknovsky's report that he had sighted the Malmgren Party has been received here with great joy. Tchuknovsky is well-known and popular in Norway as he participated in Amundsen's Arctic Expedition in the "Maud," and also in the Trans-Polar Flight in the "Norge."

Captain Otto Sverdrup, who commanded Nansen's ship "Fram," in an interview said that the third party had really been sighted at such a short distance: from the "Krassin" that they certainly would be saved if the "Krassin" had plenty of coal.

THE "UPLAND."

Stockholm, Yesterday.

The Ministry of Defence had telegraphed to the Swedish Expedition at Spitzbergen that in view of the report that the Malmgren Party had been sighted the seaplane "Upland," which yesterday had been ordered to return to Sweden was to remain at Spitzbergen.

"KRASSIN" TO THE RESCUE.

Moscow, Yesterday.

On the receipt of Tchuknovsky's wireless the "Krassin" immediately started for the spot indicated and is progressing at four miles hourly among the flocks and is expected to reach the Malmgren Party on the 12th.

THE VIGLIERI PARTY.

Rome, Yesterday.

It is semi-officially stated that the last wireless message from the Viglieri Party, dated July 6, merely gave the party's position and mentioned that the Swedish seaplanes had dropped provisions and medicines.

"OMINOUS" SILENCE.

Berlin, Yesterday.

The ominous wireless silence of the Viglieri Party is interpreted as meaning that the marooned men are dead or dying.

According to the Berlin correspondent with the

Phone C. 22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

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TO LET.—FLAT, comprising 4 big rooms with verandah, servants' quarters and basement, 54, Kennedy Road. Apply to top floor or to Lock Hing, 33, Queen's Road.

TO LET.

WANTED TO LET.—Shops or Godowns in Central locality, No. 8 Duddell Street. Apply to H. Ruttonjee & Son, 15, Queen's Road Central.

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MONEY TO LOAN.—\$30,000 immediately available for advance on mortgage on first class property in the Colony, interest 7½% per month. Apply Box No. 561, c/o "China Mail."

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HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL FOR GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

MISCELLANEOUS

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Developing, Printing and Enlarging.

ZIESS and BUSCH FIELD GLASSES

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C.2560—No. 36, Tung Man Street.

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ELECTRIC CO. SHOWROOM).

NOTICES.

HONG KONG FOOTBALL CLUB.

AN EXTRAORDINARY GENERAL MEETING will be held in the Board Room of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, 19th JULY, 1928, at 5.30 p.m.

BUSINESS:—

Proposed New Club House.
W. PRYDE,
Hon. Secretary,
1, Ventris Road.
Hong Kong, 12th July, 1928.

HONG KONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of \$3 per Share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th JUNE, 1928, at rate of 2/- 3/4 per Dollar.

THE DIVIDEND will be payable on and after TUESDAY, 7th AUGUST, 1928, at the offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, 23rd JULY to SATURDAY, 4th AUGUST, 1928, (both days inclusive) during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

A. C. HYNES,
Chief Manager.
Hong Kong, 10th July, 1928.

NOTICE.

THE PUBLIC ARE HEREBY WARNED that the only genuine Lipton's Tea No. 1 "YELLOW LABEL," bears Chinese Characters on the top of the tin, whilst inside the lid will be found a Coupon. 12 Coupons from 1 lb. tins or 24 Coupons from ½ lb. tins can be exchanged for a ½ lb. tin of Tea, Free of Charge on application to

MESSRS. W. R. LOXLEY & CO.,
Local Agents.
MESSRS. LIPTON, LTD.,
COLOMBO.
Hong Kong, 23rd June, 1928.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 16th day of July, 1928, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Tai Kok Tsui in the Colony of Hong Kong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lots	Boundary Measurements	Containing in Acres, Roods, and Perches	Annual Rent	Upset Price
1	As per sale plan.	4.60	54	675

EXQUISITE BEAUTY.

and Splendor of the Orient is stored in Jade, clear as the Lover's Eye, Amber, Agate, Crystals, Ivory . . . and delicate hand-carving Workmanship, these treasures of nobility. We take pleasure to show lovers of beauty in Hong Kong a new collection of masterpieces, just arrived from Peking, the treasure house of old Cathay.

Inspection of our Jewellery and Curios is cordially invited.

SHIU HING WING,
49, Queen's Road Central.
Tel. C. 6343.

Peking Canton
11 Partze Hotung 40 Po Wah St.

PICTURE BUYERS.

ENGLISH AS WELL AS
AMERICAN.
AND AS MANY!

"It is most inaccurate to say that all the highly priced pictures sold in sale rooms and by private treaty are being shipped to America," said Mr. Gudtgunst, of the firm of Messrs. P. and O. Colnaghi, in a remarkable statement to an "Evening Standard" representative. "Moreover many of the published prices for pictures are quite fictitious. Often certain purchasers add several thousands to the actual purchase price. So a false value is given to the work. This has happened several times in the course of the last twelve months."

"The public, as a result, have altogether a wrong appreciation of the actual situation in the art world."

"The American scare is, perhaps, the most embarrassing from the national point of view. Each time five figures is given for a picture everyone assumes that it is to be shipped to America by the next liner."

"This is far from being the case. In point of fact there are several very important buyers in this country who do not announce what they have purchased."

Different Mentality.

"The American mentality is different. The moment an important picture is bought it is announced at once. An English buyer may have at the same time purchased several important works and nothing is said about it. The English have always been poor advertisers of their own actions."

"Moreover, I could cite several instances of pictures which went to America just after the war having been repurchased for British collections. Some pictures are returned. Some are going. It will always be like this while private collections are being dispersed."

"Just after the war, when the Americans entered the art market with a vengeance, they bought four-fifths of all important works."

"Since that time there has been a change. In the last two or three years more pictures have been sold by this firm to British and European buyers than to Americans."

"Certainly, quantities of works of art continue to leave this country, but it is wrong to say that the country is being denuded of pictures."

"One hundred years ago, after the terrible slump of the Napoleonic wars, English buyers bought up practically every available picture on the Continent."

BAN ON 'BUFFALOES.'

PRESBYTERIANS AND HALL.

Belfast, June 12. At the Presbyterian General Assembly in Belfast to-day the Rev. T. M. Johnston protested against the decision of the Hall Committee in letting the Assembly Hall for a Service next Sunday under the auspices of the Royal Antediluvian Order of Buffaloes, on the ground that the Order met in public houses.

The Rev. Dr. Bingham said it would be nothing less than a scandal if the service was held in the hall.

A resolution was passed to the effect that the Assembly disapproved of the letting of the hall, and instructed the committee to cancel the letting.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

—Public Auctions—

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, the 17th July, 1928,
commencing at 2.45 p.m.,
at No. 403, The Peak
(Savannah Road).

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

(Particulars from Catalogue.)
On View from Monday, the 16th July, 1928.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 12th July, 1928.

ON
THURSDAY, the 19th July, 1928,
commencing at 11 a.m.,
at No. 14, Granville Road
(Top Floor), Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

(Particulars from Catalogue.)
On View from Wednesday, the 18th July, 1928.

Terms:—Cash on delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, 12th July, 1928.

VAST FILM STUDIO.

NEW USE FOR WEMBLEY
PALACE.

\$500,000 COST.

The largest concrete building in the world, the Palace of Engineering at Wembley, is to become a film studio.

This scheme, which has been long discussed, has, I learn, at last been carried through by Mr. Victor Sheridan and a group of British financiers.

Other Wembley buildings and many acres of ground, including the ornamental gardens and lake, have been acquired by this group.

The Palace of Engineering will be divided into more than a dozen independent studios, each 250 feet by 75 feet; but if necessary studios up to 600 feet can be arranged, which would allow for the most elaborate scenic effects. The "Flying Scotsman," for instance, could be run into and through such a studio.

A Swimming Pool.

Other advantages of the Wembley site are that the Stadium, river, scenes, railway and other bridges are all on the spot and available for film purposes without the expense of construction.

Each studio will have its own offices, dressing-rooms and baths. There will be reading and rest rooms, a restaurant, sun balconies and—true Hollywood touch—a swimming pool.

"We expect Wembley to become the national studios," Mr. Sheridan told me. "Everyone knows how accessible it is, and I firmly believe that these studios will induce American and world producers to make pictures in this country, where no such facilities have hitherto been available."

"Best in the World."

The purchase and conversion of the palace into a film studio will cost about half a million. It is expected that the work will be completed in ten or twelve weeks.

Mr. Sheridan, who a few years ago was a leading exhibitor but has recently been concerned chiefly with the financial side of films, has spent much time in Hollywood studying the principal studios there.

"What we aim at," he said, "is to provide the best facilities in the world for making pictures. We shall have a staff of experts, directors, cameramen, electricians and the rest, so that anyone who wishes can come to us and say:

"Here is our script. We can spend \$20,000 on the picture. Now get on with it."

"Producers who do that will be able to commend the services of highly-paid experts at a cost far less than that involved if they had to engage them."

"If, on the other hand, producers prefer to bring their own staffs they can do so."

"We may in time make the Wembley Studios a training school as well, for film acting, like everything else, demands an apprenticeship."—C. M.

ALICE MEMORIAL AND AFFILIATED HOSPITALS.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the fund for furniture and fittings of the new Alice Memorial Hospital Building.

Per Mr. Lo Chung-kue:—

Mr. Lee Chung-kue	\$100
Mr. Foo Yik-pang	100
Mr. Woo Hay-tong	100
Mr. Chan Kam-yung	50
Mr. Wong Ping-sun	50
Mr. P. K. Kwok	50
Mr. Li Kit-cho	50
Mr. Chan Siu-hing	50
Mr. Leung Yan-po	50
Messrs. Wo Fat Sing	50
Hong Kong & Yaumati Ferry Co., Ltd.	50
Mr. Au Lim-chuen	25
Mr. Au Shiu-cho	25
Mr. Au Long-hin	25
Mr. Leung Yut-yu	25
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Total\$825.

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GET THE HABIT! TAKE A TAXI.

GARDEN PARTY.

MELODRAMA THRILLS OF STAGE FAVOURITES.

A "GRAND GIGGLE."

Everything tended yesterday (says the London "Daily Telegraph" of June 13) to make an emphatic success of the annual Theatrical Garden Party, in aid of the Actors' Orphanage, at the Royal Hospital Gardens, Chelsea. The weather was admirably suited to the occasion. From the pecuniary standpoint the result must clearly have been very satisfactory, to judge by the number of those present.

One of the chief attractions was, as usual, the appearance of the Grand Giggle Company at the historic theatre bearing the same name, under the direction of Sir Gerald du Maurier. There was presented for the first—and only—time a new and highly original melodrama, entitled "A Corporal and a Man," specially written by Austin Melford. Neither the old Grecian nor the Surrey in its palmiest days could have been guilty of presenting a more thrilling or impressive drama, nor one upholding so strenuously the cause of Virtue over Vice.

The acting was wholly admirable. As the hero, Corporal Jack Mason, Sir Gerald won the undiluted favour of the audience by a masterly performance. Wearing a blonde wig, and with his chest bedecked by innumerable medals, you at once recognised in him the ideal hero and ladies' prime favourite. Unqualified praise must also be given to Olga Lindo, whose portrait of the wicked woman of the piece left nothing to be desired. As the villain, Charles Laughton won for himself the plaudits of the horrified spectators, while as a comic Cockney Mr. Clifford Mollison gave what will probably be remembered as the most finished impersonation of his career. Miss Edna Best, as the humble but fascinating heroine, emerged from the ordeal well, while others who contributed to the success of the afternoon were Mr. Alfred Drapton, Mr. Henry Daniell, Mr. Nigel Bruce, and Mr. Gordon Barker.

Elsewhere were to be found all sorts of attractive entertainment, superintended by popular members of the theatrical profession. Take, for instance, the casino and dance hall, controlled by members of the Winter Garden company, in the number being Phyllis Monkman, Madge Elliott, Sylvia Leslie, Stanley Lupino, and Laddie Cliff; or Archibald de Bear's "Many Happy Returns" tent, superintended by Mimi Crawford, Morris Harvey, Elizabeth Pollock and Max Rivers.

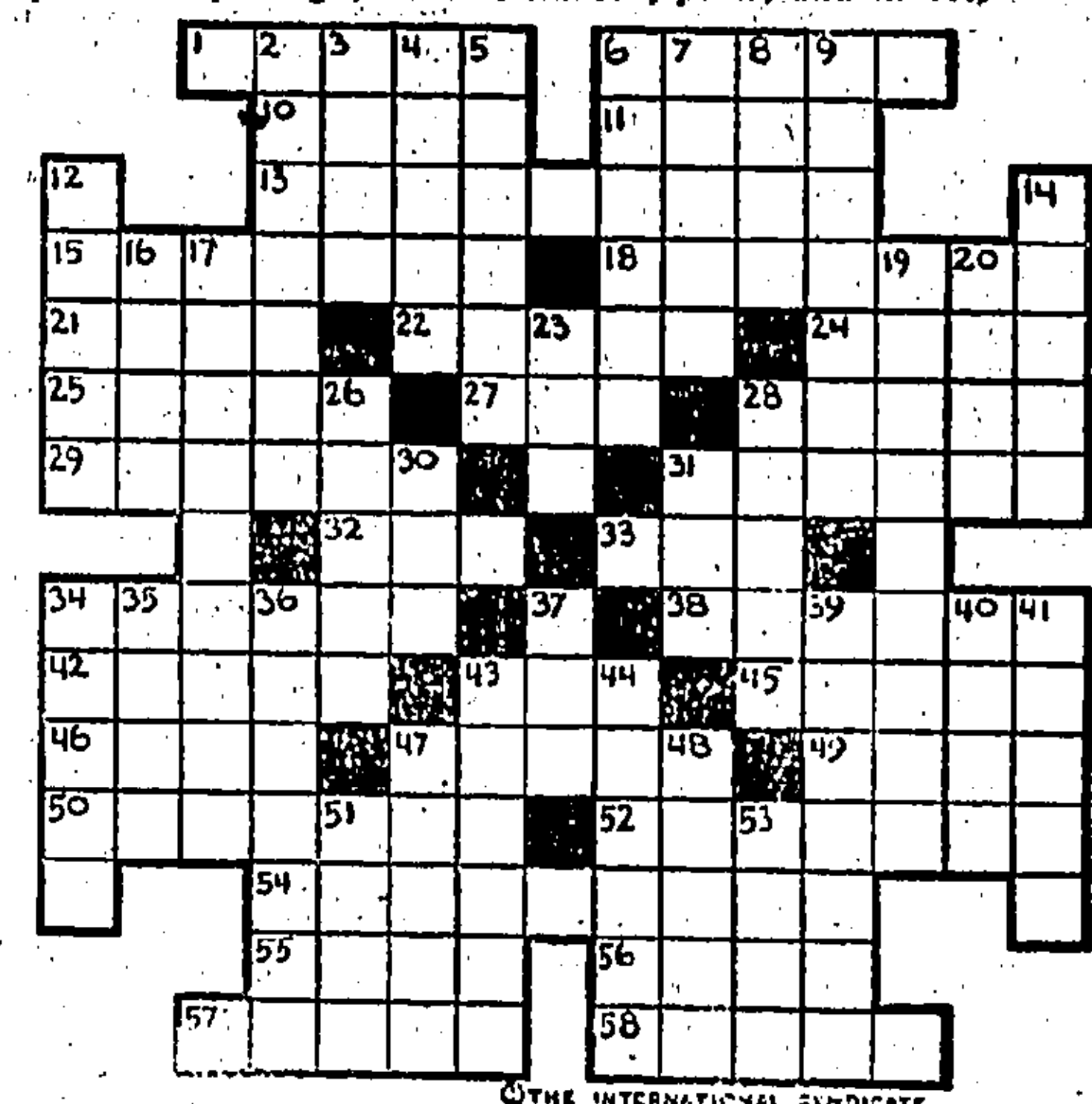
Or, if your taste lay in the direction of chocolates, by whom could you be better served than by Evelyn Laye, W. H. Berry, and Geoffrey Gwyther? Adjoining was to be seen Italia Conti's Children's Corner, with its crowd of juvenile performers, in a variety of quaint and original dances, and at no great distance Tallulah Bankhead, dispensing ices with the assistance of Nicholas Hannen and Ursula Jeans. Also a few steps farther Miss Euphan MacLaren's pupils could be espied in a series of engaging dances.

Got a Chill?

IF SO:
PEPS
WILL
SOON
PUT YOU
RIGHT.
Take them to keep away all THROAT CHEST & LUNG Weakness.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



©THE INTERNATIONAL SYNDICATE.

- | | | |
|-------------------------------------|--|--------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Trench | 47—Secret combination of a few persons | 14—Verse writers |
| 2—Golf club | 48—Harmonize | 15—Gather in |
| 3—Roman tyrant | 49—Rebellion | 17—Harmonize |
| 11—Exhibits ostentatiously | 50—Reviewed, and amended | 19—Avaricious |
| 13—Sluggishness | 51—Scottish highlander | 20—To smooth |
| 15—Adjust | 52—Molding (Arch.) | 22—Pronoun |
| 16—Canadian province | 53—Nuts | 26—To give sharp burning pain |
| 21—Bobbins | 54—Nuts | 28—Distributes the cards |
| 22—Cuttings from plant for grafting | 55—Nuts | 30—Perched |
| 24—Responding quickly to the helm | 56—Nuts | 31—Plant juice |
| 25—Heavy billiard cues | 57—Nuts | 34—Float of logs (pl.) |
| 27—Bolt on the eyelid | 58—Nuts | 35—Jug |
| 28—Railroad station | | 36—Increase in also |
| 29—Exhibits in public "and" tent | | 37—Thrust |
| 31—Type of vehicle (pl.) | | 38—Dresses |
| 32—Sum. Pertaining to | | 39—Nothing |
| 33—Blast | | 41—Vehicles on runners |
| 34—Fresh | | 43—Artificial inland waterways |
| 38—Flat expanses | | 44—Fourth president of France |
| 42—Flying | | 47—Tailed star |
| 43—Coast Artillery Corps (abbr.) | | 48—Shell |
| 45—Seat | | 51—Heavy waves |
| 46—Cruel | | 53—Turn |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES

Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn to still others. A letter belongs in each white space, words starting in the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island, and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1508
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Road (afterbeds)	297
Mainland.	Feet.
Talmoshan	3124
Kowloon Peak	1971

YESTERDAY'S SOLUTION.

SPASM	FRANC
T. THUS	BLEED
AM OIL	LAP SE
NATURE	AXIOMS
DIET	DIM NEUT
LASTS	EBERT
PLIED	STRAW
PEAR USE	ALAS
INGOTS	INTENT
ND NOT	NUT DO
CEVERY	ELLA O
HEADY	LEVEL

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WHAT is the Sum required?
\$40,000

ARE we anywhere near it yet?
No.

YOU have sent in your bit?
No.

DOING it now?
Yes.

ABOUT how much is

IT?

Send it to
REV. J. C. KNIGHT ANSTLEY
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or to
MR. W. H. SMITH
Sailors' and Soldiers' Home
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MASSEUSE S. KISAKI.
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SEA AND DANUBE PORTS.

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From Hong Kong.

M.V. "ESQUILINO" Sails on/or about 26th July.
M.V. "ROMOLO" Sails on/or about 21st Aug.
S.S. "VENEZIA" Sails on/or about 18th Sept.

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G\$440, G\$420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

SIBERIA MARU (Calla Keelung) ... Tuesday, 24th July.
TAIYO MARU (Calla Los Angeles) ... Wednesday, 8th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KAMO MARU ... Saturday, 14th July.
KATORI MARU ... Saturday, 28th July.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 25th July.
MISHIMA MARU ... Wednesday, 22nd August.
BOMBAY via Singapore, Penang, & Colombo.
AWA MARU ... Saturday, 14th July.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ANYO MARU ... Saturday, 18th August.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARU ... Wednesday, 1st August.

NEW YORK and/or BOSTON via PANAMA.

KAKO MARU ... Saturday, 14th July.
LIVERPOOL via Port Said, Geneva, Marseilles,
DELACOA MARU (Calla Glasgow) Friday, 17th August.
CALCUTTA via Singapore, Penang & Rangoon.
HAKODATE MARU ... Wednesday, 18th July.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Friday, 20th July.
SHANGHAI, KOBE & YOKOHAMA.
TAMURA MARU ... Saturday, 14th July.
MURORAN MARU (Moji direct) ... Wednesday, 18th July.
HAKONE MARU ... Monday, 23rd July.

† Cargo only.

Subject to alteration without notice.

For further information apply to—NIPPON YUSEN KAISHA.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said. Thursday, 9th August.
ATLAS MARU ... Thursday, 9th August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
MONTEVIDEO MARU ... Friday, 10th August.
BOMBAY—Via Singapore & Colombo.
BORNEO MARU ... Friday, 20th July.
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.
CANADA MARU ... Sunday, 5th August.
CALCUTTA—Via Singapore, Penang and Rangoon.
SEATTLE MARU ... Wednesday, 25th July.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.
LONDON MARU (from Shanghai) ... Monday, 23rd July.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU ... Saturday, 4th August.
BANGKOK—Via Saigon.
HAIKONG—Via HONGKONG & PAKHOI.
MENDAO MARU ... Thursday, 19th July 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAMBURG MARU ... Middle of July.
JAPAN PORTS.
AMAZON MARU ... Thursday, 12th July.
TAKAO MARU ... Friday, 20th July.
KASADO MARU ... Tuesday, 24th July.
KEELUNG—Via SWATOW & AMOY.
HOZAN MARU ... Sunday, 15th July noon.
KALU MARU ... Sunday, 22nd July Noon.
CANTON.
TAKAO—Via SWATOW & AMOY.
DELI MARU ... Thursday, 12th July noon.
TAKAO & KEELUNG.
TAKAO MARU ... Friday, 20th July.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.

Tel. Central No. 4085, 4089, 4090. M. TAKUCHI, Manager.



SHIPPING SECTION.

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND DEPARTURES.

A BIG LIST.

Rortsea (2687) British, from Probolinggo (Java) — J.C.J.L. — 6,000 tons of sugar for Hong Kong 1,000 tons (through).
Seang Bee (5784) British, from Rangoon, Swatow — Yuan Kee — 466 passengers, 500 tons of rice for Hong Kong.
Suiyang (1694) British, from Shanghai, Swatow — B. & S. — 127 passengers, 650 tons general cargo, 550 tons (through).
Waishing (1169) British, from Tsinling, Swatow for Hong Kong 1,466 tons (through).
Lycal (4814) British, from Newport, Singapore — B. & S. — 228 tons general cargo for Hong Kong 4,350 tons (through).
Benrinnes (3071) British, from London, Singapore — Gibb Livingstone — 2 passengers, 485 tons general cargo for Hong Kong, 600 tons (through).
Haining (832) British, from Foochow, Swatow — Douglas — 245 passengers, 340 tons general cargo for Hong Kong.
Linan (1356) British, from Canton — B. & S. — 69 passengers, 767 tons general cargo (through).
Kweichow (1220) British, from Canton — B. & S. — 3 tons general cargo (through).
Phuomphen (1065) Chinese, from Whampoa — Wo Fat Sing.
Tonkin (907) French, from Haiphong — MacKenzie — 9 passengers, 1,200 tons general cargo for Hong Kong.
Michael Jebser (1342) Danish, from Bangkok, Holhow — Chin Seng Hong — 825 passengers, 2,548 tons general cargo for Hong Kong.
Peru (5223) Danish, from Dalny — J. Manners — 3,069 tons beans and general cargo (through).
Kamakura Maru (3624) Japanese, from Yokohama, Moji — N.Y.K. — 273 passengers, 774 tons general cargo for Hong Kong, 1,187 tons (through).
Lushan Maru (1507) Japanese, from Shanghai, Swatow — N.Y.K. — 88 passengers, 4 tons general cargo for Hong Kong, 433 tons general cargo (through).
Daishu Maru (1862) Japanese, from Kwanyen — M.B.K. — 5,130 tons lime stone for Hong Kong.
Amazon Maru (4824) Japanese, from Dunkirk, Singapore — O.S.K. — 1 passenger, 349 tons general cargo for Hong Kong, 4,938 tons.
Hozan Maru (1983) Japanese, from Keelung, Swatow — O.S.K. — 28 passengers, 700 and 181 tons coal and general cargo for Hong Kong.
Roju Maru (1905) Japanese, from Dairen — M.B.K. — 3 passengers, 1,000 and 280 tons coal and general cargo for Hong Kong, 1,500 tons coal (through).
Lyons Maru (4340) Japanese, from Glasgow, Singapore — N.Y.K. — 214 tons general cargo for Hong Kong, 8,124 tons (through).
Mandarin Maru (265) Japanese, from Nakamatsu, Muke — M.B.K. — 5,689 tons coal for Hong Kong.
Durban Maru (4383) Japanese, from Yokohama, Shanghai — N.Y.K. — 4,855 tons general cargo (through).
Sun Kong (822) Chinese, from K. C. Wan — Man Yick Co. — 4 passengers, 280 tons general cargo.
Devonongse (1022) Chinese, from Port Kama, Holhow — Chow Yui Tong — 60 tons general cargo for Hong Kong, 2,000 tons (through).
Shui Hing (112) Chinese, from Macao — Hoo Hing Co. — 40 tons general cargo for Hong Kong.
Chung Hing (240) Chinese, from K. C. Wan — Hong On Co. — 240 tons general cargo for Hong Kong.

Departures.
For K. C. Wan — Hanol.
For Swatow — Pooshing, Cremer.
For Shanghai — Amazon Maru, Sycan.
For Hongay — Chung Woo.
For Canton — Waishing, Marly, Suiyang.
For Muntok — Tjisroea.
For Shanmei — Cheung On.
For Amoy — Devonongse.
For Saigon — Durban Maru.
For Keelung — Fuh Tai.
For Macao — Shui Hing.
For Keelung — Benrinnes.
For Singapore — Hector.
For Manila — Bellingham.

Clearances.
For Swatow — Deli Maru.
For Moji — Ginyo Maru.
For Singapore — Seang Bee.
For Bangkok — Hermod.

Arrivals Departures. In Port.
British 10 6 24
Japanese 9 2 10
Norwegian 0 1 6
Chinese 4 5 14
Danish 2 0 8
Dutch 0 2 6
French 1 1 1
Portuguese 0 0 2
Germany 0 0 1
26 17 67.

NEW MARINE BILL.

AMERICA'S BID FOR SHIPPING SUPREMACY.

INCREASE COMPETITION?

Although American influence on shipping and shipbuilding has not, since the war, been very pronounced, and has apparently tended to decline, it would be unwise for shipowners and shipbuilders in the British Isles to take too lightly the passage of the Jones-White Merchant Marine Bill through Congress last month, states the "Motor Ship."

Terms of Bill.

Under the terms of the Bill the United States Shipping Board may devote sums up to approximately \$50,000,000 for the construction of new ships and the conversion of old vessels to meet present-day competition. For ships in foreign trade the Government will advance up to three-quarters of the cost of the construction of new ships, or the conversion of existing craft, at a rate of interest of little over 2½ per cent. The loan period is extended from 15 to 20 years.

Difference in Cost.

These conditions represent nothing more nor less than a very heavy subsidy to shipbuilding and shipowning in America, and may do something to lessen, for the American owner, the disparity between the costs of vessels constructed in the United States and in Europe respectively. From this standpoint it may cause a loss of American orders to British and Continental yards, and these have been of some magnitude during recent years; but more important, perhaps, is the fact that it will lead to the construction of numbers of new motor ships and to the conversion of many steamers to Diesel drive. Already the Shipping Board has arranged for eight 9,000-ton vessels to be transformed into motor ships.

Great Assistance.

This virtual subsidy will prove of great assistance to marine-engine manufacturers in the United States, and will, no doubt, enable them to carry out experimental work that could not otherwise be financed. Private shipowners may be encouraged to embark on the construction of new vessels more readily than they would have done without assistance, but American-owned ships will still be more costly to operate than those sailing under a European flag; the only assistance given by the new Bill in this respect is that charges under the heading of interest and depreciation will be lowered.

America's Bid.

There is no doubt that with the present American complex on the question of international status in commerce and industry the inhabitants of the United States are prepared to make certain sacrifices to achieve what they have never been able to attain—supremacy in shipbuilding and shipping. Having started along the lines of subsidisation to achieve this end, and thus induced their traditional opponents in the Middle West to admit the principle, those who believe in the need for a predominant mercantile marine in the United States have taken the first important step in a policy which, they consider, will lead to the world supremacy of American shipping. In fact, after the passage of the Jones-White Bill, somewhat wild statements were made to the effect that nearly \$1,000,000,000 would be spent in the United States in the next ten years in the expansion of the fleet sailing under the American flag. This would involve a constructional programme of 50,000,000 tons gross, even at American prices, and may therefore be discounted, but the fact is mentioned as showing the frame of mind which exists in certain quarters in the United States.

Increase Competition.

The matter will not, perhaps, be taken too seriously in this country; it is but an added indication of the absolute necessity, from every standpoint, of building the most economical ships to meet the increased competition which may have to be faced as a result of developments consequent on the passage of the Jones-White Bill.

According to a Government report Cuba's sugar crop for the season just ended amounted to 27,649,988 bags of 82½ lbs. each. As a result of over-production, 80,758 bags go under the control of the National Sugar Commission.

HOLT OILERS.

TWO NEW MOTOR VESSELS.

462 FEET LONG.

Messrs. Alfred Holt and Co. (Blue Funnel Line), the well known shipping firm, are adding two new motor-vessels to their fleet. The contracts for construction were placed last month, Caldeon Shipbuilding Co., will build one vessel, whilst the other will be constructed by Workman, Clarke and Co.

The two ships will be similar to the last Holt liners "Orestes" and "Idomeneus" constructed within recent years.

Dimensions.

The length from the fore part of the stem to the after part of the sternpost, on a range of 28 ft. waterline, will be 462 ft., the moulded beam 59 ft. and the depth from the top of the keel plate to the top of the upper-deck beam amidships 35 ft. 3 ins.

The displacement will be 15,000 tons on a moulded draught of 28 ft., and two sets of Burmeister and Wain machinery, each with eight cylinders, will be installed. They will be of the single-acting design, with cylinders 240 mm. bore with a piston stroke of 1,500 mm., each being capable of developing 3,000 h.p. The service speed of the two vessels will be between 14 knots and 16 knots.

The "Orestes" and "Idomeneus" are fitted with supercharged machinery, and the new vessels in all probability will be equipped with the same.

Motor-v-Steam.

The continued adoption of oil-engined crafts by experienced owners whose vessels cover a large number of trading routes throughout the world, afford a striking example of the gathering supremacy of the motor-vessel over the steamer.

In 1923 Messrs. Alfred Holt and Co. built the motor ships "Tantalus" and "Medon." In 1924 three oil-engined craft were constructed, in 1925 two, and in 1926 five more, whilst one was recently delivered and two have now been ordered, making a total of 15 in all. Since 1924 only three steamers (apart from one or two comparatively small vessels) have been built; the last was constructed in 1925.

ROUND THE WORLD.

O.S.K. MOTOR SHIP SERVICE.

EXIT THE STEAMER.

The Osaka Shosen Kaisha's motor vessel "Montevideo Maru" is now on her fourth round-the-world cruise, which was commenced in January, 1917, with five steam ships that comprised the fleet.

There are now three motor vessels and two steamers on the run, but the steamers will, next year, be replaced by motor ships now under construction.

Thus the whole fleet of five steamers will be replaced with oil-engined craft.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC. TO VICTORIA & VANCOUVER.

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Y'ham	V'v'er
	Leave	Leave	Leave	Leave	Leave	Arrive
EMPEROR OF ASIA	July 18	July 21	July 24	July 26	Aug. 2	Aug. 4
EMPEROR OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 18	Aug. 20
EMPEROR OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 8	Sept. 10
EMPEROR OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 22	Sept. 24
EMPEROR OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 13	Oct. 15
EMPEROR OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 3	Nov. 5
EMPEROR OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 17	Nov. 19
EMPEROR OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 8	Dec. 10
EMPEROR OF RUSSIA	Dec. 12	Dec. 15	Dec. 18	Dec. 20	Dec. 22	Dec. 24
EMPEROR OF ASIA	Jan. 16	Jan. 19	Jan. 22	Jan. 24	Jan. 26	Jan. 28
EMPEROR OF CANADA	Feb. 6	Feb. 9	Feb. 12	Feb. 14	Feb. 16	Feb. 18

(E/Asia and E/Russia call at Nagasaki the day after departure from S'hai)

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\$120: First class throughout.
\$112: First class Pacific and rail, Cabin class Atlantic.
\$ 85: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave	Arrive	Leave	Arrive
Hong Kong	Manila	Manila	Hong Kong
July 31	Aug. 2	Aug. 5	Aug. 8
Aug. 21	Aug. 23	Aug. 24	Aug. 26

CANADIAN PACIFIC EXPRESS.

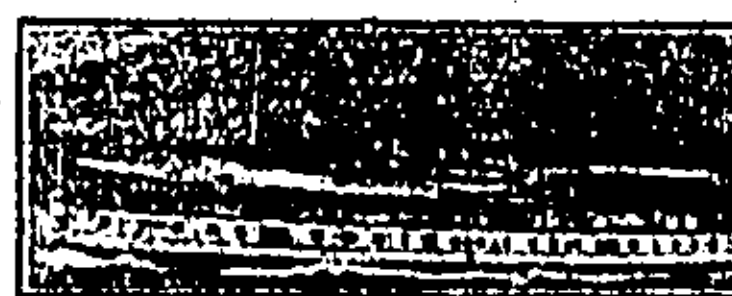
TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

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[1,008 tons—Capt. O. B. Wilks.]

JULY JULY

MON. 16th FRI. 27th

SUN. 22nd

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KIDDERPORE	8,985	4th Aug.	Marseilles, London & Antwerp.
KALYAN	5,384	11th Aug.	Bombay, Marseilles & London.
RAJPUTANA	16,593	18th Aug.	Bombay, Marseilles & London.
ALIPORE	5,273	25th Aug.	Bombay, Marseilles & London.
NALDERA	16,088	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	8th Sept.	Marseilles, London & Antwerp.

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*KIDDERPORE	5,384	13th July	Shanghai, Moji & Kobe.
RAJPUTANA	16,593	20th July	Shanghai, Moji & Yokohama.
TAKIWA	7,939	23rd July	Amoy, Moji, Kobe, Osaka & Yama.
ALIPORE	5,273	23rd July	Kobe.
KALYAN	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,950	7th Aug.	Shanghai, Moji, Kobe & Yokohama.
*WARFIELD	9,006	8th Aug.	Shanghai, Moji & Kobe.
NALDERA	10,008	8th Aug.	Shanghai.
*NAGPORE	5,283	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.
All dates are approximate and subject to alteration without notice.
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SAILINGS FROM HONG KONG.

S.S. "DARDANUS" Via Suez Canal 27th July
S.S. "CITY OF EVANSVILLE" Via Suez Canal 10th Aug.
S.S. "LYCAON" Via Suez Canal 24th Aug.

*Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

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TURBINES-DIESELS?

CAMPS AT THE CIVIL ENGINEERS' CENTENARY.

HARBOUR APPROACHES.

London.—The Engineering Conference of the celebration of the centenary of incorporation of the Institution of Civil Engineers concluded recently. The main discussions of interest to the shipping world centred round light and heavy oil engines, the size of harbour and dock approaches, harbour breakwaters, and advances in steam turbines.

Sir Cyril R. S. Kirkpatrick, recently chief engineer of the P.L.A., gave a very informative paper on "The Dimensions of Harbours and Docks," followed by one on "Breakwaters" by Mr. H. H. G. Mitchell, O.B.E. Sir John P. Griffith was in the chair, with Messrs. F. Palmer, C.I.E., and T. M. Newell as vice-chairman, and Messrs. N. G. Gedye, E. Latham, and F. E. Westworth-Smith as hon. secretaries.

SUEZ CANAL DEPTHS.

Sir Cyril Kirkpatrick drew attention to the enormous increase in size and draft of ships, and as well as examining the various conditions in docks and harbours, spoke about the big canals. He added:—"When the 1921 programme of the Suez Canal Company is completed there will be a depth of 42 ft. 8 in., permitting the passage of a ship of 36 ft. draft. The Suez Canal has long been considered an obstacle to an increase of draft for ships intended to ply between Europe and the East, but this is no longer the case, nor will it be so in the future. The Suez Canal will thus be equal in this respect to the Panama Canal, which, with its locks, is not capable of being easily deepened. It is reasonable to suppose that the size of the locks of the Panama Canal will limit the size of future ships, except those on the specialised Trans-Atlantic routes. These locks have a usable length of 1,000 ft., a width of 110 ft., and a depth of 40 ft., so that a vessel approximately 950 ft. long, 105 ft. beam, and 36 ft. draft could use both canals.

"It would appear, therefore, that for the next few years a draft of 33 ft. will be sufficient for all except specialised Trans-Atlantic routes, and it is probable that this dimension will gradually be increased to a maximum of 36 ft. On the Trans-Atlantic routes the "Leviathan," when fully loaded, including bunkers, has a draft of 41 ft.

"It is generally considered that both the dimensions of vessels of the largest class and the number of such vessels engaged on these routes will increase, and he had no reason to modify the view expressed in his report to the International Navigation Congress (1923) that locks designed to take such vessels should be considered 1,150 ft. long, 130 ft. wide, and 45 ft. deep on the sill. The depths of locks and approach channels depend on the physical conditions of the particular port, and require a very careful study. For example, where the tidal range is small, as at New York, it is practicable to give sufficient depth of water for vessels of deep draft to enter at all states of the tide. On the Mersey, however, where the tidal range is much wider, deep-draft vessels are mainly docked during the upper half of the tide. At the South Wales ports, owing to the wide range of tide, the period for docking is still more limited than at Liverpool."

WHY "DIESEL"?

Professor Hawkes, of Liverpool, made a useful contribution to the discussion on Mr. Geoffrey Porters' paper on "Heavy Internal Combustion Engines," and said it was time the oil engine had a look in for the production of electric power. Why should they go on calling it the "Diesel" he asked. And no credit was given to British engineers such as Ackroyd Stuart. If anything was taken up here it always had to come from abroad!

Messrs. J. H. Norbeth, H. Kerr Thomas, A. E. L. Chorlton, Sir Ernest Petter, and others took part in the discussion. Sir Dugald Clerk was in the chair, and was supported by Mr. F. H. Livens, Sir Ernest W. Petter, Dr. C. H. Lander, and Mr. H. R. Ricardo.

Mr. Ricardo gave a valuable paper on "Light-High-Speed Internal Combustion Engines." Mr. Portier, in his paper, also considered the use of the word "Diesel," and said: To what extent the retention of the term "Diesel" in relation to high-compression engines is justified, other than for commercial reasons, is a matter of controversy and is not of special moment. The only one of Dr. Diesel's original principles remaining in modern practice is that which requires the "spontaneous combustion of the first charge solely by means of the heat generated during the compression of air heated before mixture and ignition. The constant pressure cycle has been abandoned in favour of the more economical dual cycle, which permits increase of pressure during the admission and firing of the charge.

The respective advantages of the two-stroke and four-stroke cycles are still a matter of much controversy, but at the present time there is little to choose between them in such important considerations as fuel-economy, thermodynamic efficiency, mechanical efficiency, cost of repairs, and reliability. Difficulties in connection with scavenging retarded the development of the two-stroke engine, but now that this obstacle has been removed the four-stroke engine is no longer of almost universal adoption. In marine practice, where the most important application of the high-compression engine is to be found, the two types are now being built in about equal numbers.

Following the corresponding development of the steam-engine during last century and the need for obtaining the greatest value from every pound of metal built into the engine, the double-acting design has been turned to account, and, if not yet perfected, it is commercially successful. The work of Messrs. Burmeister and Wain, Messrs. Worthington, Simpson, Messrs. Maschinenfabrik Augsburg-Nürnberg, and other firms of world-wide reputation has fully established the double acting principle.

TURBINE DEVELOPMENT. Unfortunately, Sir Charles Parsons was unable to preside over the discussion on "The General Trend of Modern Development in Steam Turbine Practice," introduced by Mr. H. L. Guy. Mr. G. W. Partridge was in the chair, Mr. S. J. Watson was vice-chairman and Messrs. H. R. J. Burnstall and H. P. Gaze acted as hon. secretaries.

A very interesting discussion followed a paper that deplored the lack of standardisation in capacity of turbine plants. This was the author's practical suggestion:—"Great advantages would accrue if it could be agreed that one of the following ratings should be standardised for two years for extensions."

(1) For intermediate stations 20,000 or 25,000 or 30,000 kilowatts (M.C.R.) at 3,000 revolutions per minute, and (2) for the largest stations, 50,000 or 60,000 kilowatts or larger at 1,500 revolutions per minute. The same would apply if standardisation could also be effected for a like period in the matter of initial steam-temperature and pressure. In order to encourage and promote development, a certain proportion of new construction might, and would be, deliberately experimental. Under such a plan, stimulated by the meritorious example of the purchaser, manufacturers might be induced to pool their resources in order to undertake such experimental plant as a joint effort for the national advantage.

The discussion was taken part in mainly by American delegates, and included Messrs. F. Hodgkinson, F. Samuelson, H. H. Martin, E. Bauman, W. H. Patchell, E. B. Donkin, I. V. Robinson, W. Batson, R. W. Bailey, W. Selby, Mr. Le Page and Dr. Lieb.—"The Journal of Commerce."

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All claims against the steamer must be presented to the Under-signed on or before the 31st inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 16th inst., at 10 a.m. by Messrs. Goddard & Douglas. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 10th July, 1928.

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S.S. "WEST HENSHAW" July 23 For full information apply to SWAYNE & HOYT, INC. L. EVERETT, Inc.

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of Asia" (from Manila) is due here at 6 a.m. on July 15, and will berth at Kowloon Dock.

The B.I. s.s. "Talamba" will leave Amoy for this port to-day, and is due here to-morrow afternoon.

The P. & O. s.s. "Kidderpore" left Singapore for this port on Saturday at noon with the outward Mail, and is due here to-morrow at about 6 a.m.

The C.P.S. R.M.S. "Empress of Asia," Capt. A. J. Halley, R.N.R., will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama on July 18 at noon.

The s.s. "Tricolor" sailed from New York on June 6 and is due in Manila on July 19.

PASSENGER LIST.

DEPARTURES.

Passengers leaving Hong Kong for Singapore, Marseilles and London by the s.s. "Hector" on July 11 were:—

Mrs. E. C. O. Thomson, Miss Peacock, Mr. F. Barber, Mr. G. C. Robertshaw, Mr. and Mrs. G. C. Denham, Mr. A. M. Birchall, Mr. Hoard, Mr. Murphy, Mr. Montagu, Mr. Fossick, Mr. Geo. Allan, Miss A. W. Allan, Miss M. H. Calder, Miss Doris Henderson, Mr. M. Maas, Miss G. Farnell, Mr. J. A. Jackson, Mrs. Bragg, Mr. Bragg, Mrs. Coe, Mr. Coe, Mr. J. C. Davis, Mr. Finch, Mr. H. Gallagher, Mr. P. E. Jones, Mrs. P. B. Joly, Miss Joly, Mrs. W. D. B. Miller, Miss S. Miller, Miss I. Miller, Miss J. E. Rodgers, Mr. and Mrs. H. Rowson, Mr. D. Racoonin, Mrs. E. Van Duijn, Miss Van Duijn, Miss E. Wheeler, Mrs. Whitehead, Miss Whitehead, Mr. Wolstenholme, Miss G. M. Ware.

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Pres. Grant ... July 17th 6 p.m. Pres. Cleveland ... Aug. 31st 6 p.m.
Pres. Lincoln ... July 12th 8 a.m. Pres. Madison ... Aug. 4th 6 p.m.

To Manila

Pres. Adams ... July 15th 8 a.m. Pres. Garfield ... July 29th 8 a.m.
Pres. Grant ... July 17th 6 p.m. Pres. Cleveland ... Aug. 31st 6 p.m.
Pres. Lincoln ... July 12th 8 a.m. Pres. Madison ... Aug. 4th 6 p.m.

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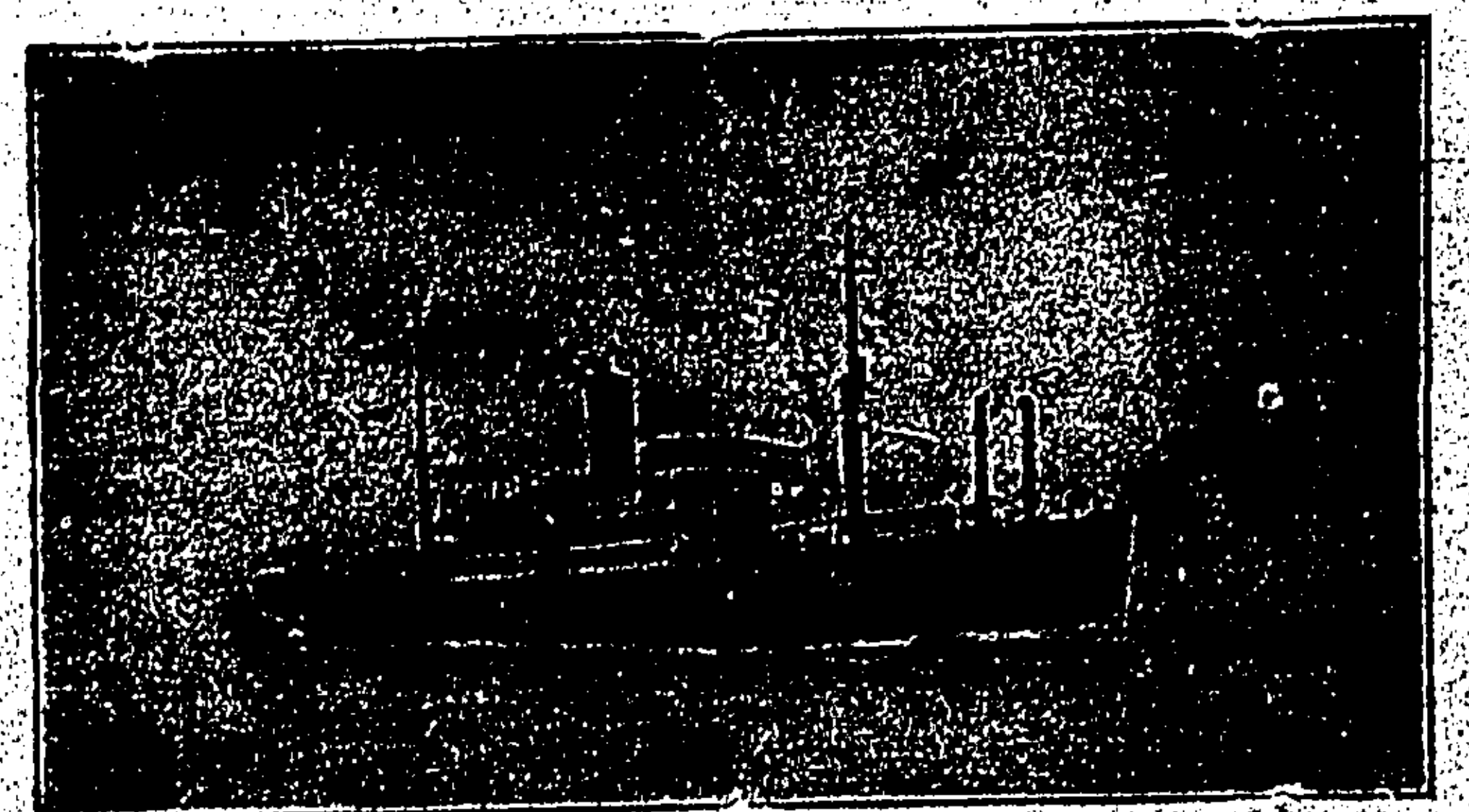
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Hong Kong, Thursday, July 12, 1928.

WHAT NEXT?

Canton's position vis-a-vis Nan-
king has entered upon an
interesting stage by reason of the
rejection by the National Finan-
cial Conference of the Kwangtung
Finance Commissioner's proposal
that the southern province
should look after—and retain—
her own revenue for at least a
year. This, perhaps, is what
Marshal Li Chai-sum went North
to arrange; if so, from the cabled
reports, he has been entirely un-
successful. Feeling in this part
of the country is, of course, all in
favour of Kwangtung managing
her own affairs; the peace and
comparative prosperity of the
past few months provides ample
justification for such a wish; but,
as we have hinted before, with-
out in any way seeking trouble
where none existed, the present
desirable state of things is too
good to last. The money ques-
tion was bound to crop up sooner
or later, and it is only natural
that Chiang Kai-shek and his fi-
nancial advisers and the other
weak vessels he has around him
would, when in a position to do so,
attempt to satisfy the envious
greed the general well-being of
Canton and the two Kwang pro-
vinces undoubtedly provoked.

The last word in the matter, we
trust, has not yet been spoken.
So far as Marshal Li Chai-sum is
concerned, that is. He has a
splendid "case" to put before
these Nationalist leaders who say
they have nothing but the good
of their country at heart. He
can proudly point to Kwangtung
and Kwangsi and ask: where else
in China at the moment does such
orderliness reign? Certainly not
in the ranks of the Nationalists,
and certainly not between the

Nationalists and their pseudo-
Allies. At this stage, and having
no more information at our dis-
posal than is contained in the
cable from Nanking printed to-
day, we sincerely hope that Mar-
shal Li will continue to fight for
the at least temporary freedom of
the Kwangs. By doing so he
will have every bit of foreign
feeling in China on his side, as
also should he have the support
of all Chinese who look beyond
their mere personal gain.

After all, Canton's request
is not an unreasonable one. She
asks, for the space of a year, to
be allowed to work out her own
tax schemes. This, we suspect,
is the point upon which united
opposition was met. It was also
asked, incidentally, that the
Kwangtung fifty per cent. ad-
valorem cigarette tax should be
retained, that the gambling and
opium taxes should be retained,
and that the Salt Inspectorate
should not be restored, but we do
not suppose that the Nanking
authorities were mightily con-
cerned regarding the form taxa-
tion takes—so long as the pro-
ceeds go to their coffers. At the
conference the Nationalist "star"
financier, Mr. T. V. Soong, glibly
said that the general principle of
unification must be applied to all
alike. What he did not say, how-
ever, was how it was to be applied.
Until he further explains his
Utopian idea of all-China unifika-
tion foreign interests and Powers
are not likely to place much value
in superficial statements and
quaintly-worded "declarations."
The pity of it is that Marshal Li
Chai-sum is now up in the North
in the midst of his country's
super-patriots. It took him a
long while to shake himself free
from them the last time he went
away. It may take considerably
longer this time if he continues
to press the above requests on
behalf of Kwangtung pro-
vince.

Daylight Saving.

There are, we believe, quite a
few Europeans in Hong Kong who
are disposed to advocate the ap-
plication of the daylight saving
idea to the Colony, advancing the
theory that because it has been
successful in Europe and America
it should, of course, be successful
here. But will it? Some years
ago it was tried in Shanghai from
we believe, a date in April to
some time in the middle of Sep-
tember. It never was tried
again, for the simple reason that
the experiment was generally re-
garded as a failure. And it would
very probably fail in Hong Kong
for precisely the same reason that
it failed in Shanghai, namely, be-
cause, on an additional hour's heat,
even in daylight, is by no means
desirable. The primary object
being that we should spend the
additional hour's daylight out of

doors necessarily means that we
should have to pass another hour
in the heat. The vast majority
of Hong Kong residents are, we
believe, decidedly of opinion that
we have more than enough heat
here in normal times. Those
who engage regularly in outdoor
games would probably welcome
an additional hour's daylight, but
to the many who do not play
games, it may be safely predicted,
the summer would seem inordin-
ately long if an additional hour's
daylight were "tacked on." New
Zealand tried the experiment last
year, but, we believe, decided
to abandon it this summer. The
fact seems to be that in temper-
ate climates an additional hour's
daylight can be very agreeable to
most people, but not so in a
humid climate such as we experi-
ence in China or in New Zealand,
even though the latter climate is
not so trying as regards humid-
ity. So we are inclined to believe
the consensus of opinion in Hong
Kong will continue to be opposed
to an additional hour's daylight
in summer-time.

The accountant of a pawnshop at
No. 112, Queen's-road West, is re-
ported to have absconded with
\$15,835.75.

A motor accident on the Castle
Peak-road was reported to the police
yesterday by Mr. A. W. da Rosa
of No. 51, Granville-road, Kowloon.

Clothing and sundries, to the
value of about \$20, were reported
lost by inmates of No. 8, Chancery-
lane, (third floor) yesterday morn-
ing.

The master of a shop in Parkes-
street was fined \$25, by Mr. W.
Schofield at the Kowloon Magistracy
yesterday, for selling adulterated
pepper.

The "Amazon Maru" on her ar-
rival from Europe and Singapore,
reported the lost at sea of Dr.
Mitsui, who was believed to have
fallen overboard.

The mistress of a fishing boat,
which loitered within 100 yards of
the Naval Yard seawall without
permission, was fined \$10 or 10
days' imprisonment.

Six passengers of a public motor
car were injured on Tuesday after-
noon at Un Long, New Territories,
as the result of the car swerving
and falling into a ditch.

The body of a Chinese woman
discovered by the police under the
Jardine wharf, Praya West, was
removed to the Kowloon Public
Mortuary on Tuesday morning.

Before Major C. Willson, O.B.E.,
at the Central Magistracy this
morning, a Chinese was fined \$10
for hawking without a licence. He
said he had repeatedly applied for
one but had been refused.

For making fast along side the
s.s. "Tonkin" while she was under-
way, the master of a cargo boat
was fined \$10, with the usual alter-
native, by Commander J. B. Newill,
D.S.O., R.N., at the Marine Court
this morning.

Members of the Hong Kong
Football Club will consider the
question of the building of a new
Club house at an extraordinary
general meeting to be held at
Messrs. Jardine's board room on
Thursday next.

A motor lorry accident occurred
at noon yesterday, when a Chinese-
owned motor lorry, while passing
the Praya East, near the A. King
Motor Boat Co., fell into the har-
bour. The driver was not injured.
Later in the afternoon, the owner
succeeded in dragging it ashore.

On information received, the
police arrested a Chinese yesterday
afternoon in Argyle-street, Yau-
mat, and this morning he appeared
at the Kowloon Magistracy in
answer to a charge of returning to
the Colony as a banished, having
been deported in 1924 for 10 years.
Ten months' imprisonment was the
sentence.

Whilst walking in Wyndham-
street yesterday, Mrs. M. J. Barros
Maher lost a small purse in the
vicinity of the flower market. She
is not concerned about the small
sum of money contained in the
purse, but places much sentimental
value on a little religious medal
which had been in her possession
for a number of years.

H.M.S. "DAUNTLESS."

REPORTED TO HAVE BEEN
REFLOATED.

Halifax, Nova Scotia,

H.M.S. "Dauntless" has been
refloated—Reuter's American Ser-
vice.

Now in Dry Dock.

The cruiser was got off at high
tide with the assistance of the
United States Naval pontoons. She
has been towed into the local dry
dock—Reuter's American Service.

CORRESPONDENCE.

PEAK WATER SUPPLY.

(To the Editor of the "China Mail.")
Sir,—I, and I suppose other
readers, feel grateful for what you
have told us about the Waterworks
and now I would like to know some-
thing more about that department
and the way it does its work. I
returned home yesterday evening
(an hour or so before the usual
dinner hour) hot and sticky after
a busy day in a town office. Natu-
rally the first thing I wanted was
a drink, and the second was a bath.
I got the first, by virtue of using
soda water as an ingredient, but I
did not get the second. There was
not a drop of water to be coaxed
out of any one tap in the house.
This is what I call damned dis-
graceful. I have lived in this
particular house on the Peak for a
number of years, and every year
around this time there is a scandal-
ous shortage of water. Why on
earth does not the Government get
its Waterworks people busy on an
honest-to-goodness adequate scheme
to ensure a constant supply of
water to the higher levels instead
of pottering about with half a dozen
minor schemes?

Yours, etc.,

DISGUSTED PEAKITE.

Hong Kong, July 12.

SEAPLANE FLYING CLUB FOR HONG-KONG.

(To the Editor of the "China Mail.")

Sir,—I have the honour to
request that you will be kind
enough to publish this letter, refer-
ence the above subject.

It is not necessary for me to
draw either your or the public's
attention to the great popularity
attained by "Light Aeroplane and
Seaplane Clubs" in the British Isles,
the Colonies, and in foreign coun-
tries.

The members of these "clubs" now
number many thousands, and it is
more than satisfactory to be able to
state that there have been only one
or two minor accidents, during the
two or three years in which "club"
flying has been in progress.

Owing to the nature of the coun-
try surrounding Hong Kong a
"Light Seaplane Club" would be most
suitable, and the writer can de-
finitely state that from a flying
point of view Kowloon Bay, and
the numerous bays of Hong Kong
Island, and the New Territories are
ideal from a pleasure flying point
of view, and for learning to fly.

The actual expense per flying
hour for members learning, or fly-
ing solo, on the club machines,
would not be very great, it is not
possible to give actual figures until
some knowledge has been obtained
as to the support that such a club
would receive. However when con-
sidering the financial side it may
be well to remind those interested
that there are many such clubs in
existence without any official assis-
tance what-so-ever, and that the
majority of the members are far
from millionaires.

I have investigated this matter
in detail, and I should like to hear
from any of your readers, who are
interested, so that I can communi-
cate further with them, and if suf-
ficient interest is taken, organise a
meeting to discuss the prospects.

When considering this subject
let us remember that Singapore
already has a flying club, and if
something is not done very soon,
Hong Kong will find itself the only
British Colony without one.

Thanking you for granting space
and publicity to this matter.

Yours, etc.,

R. VAUGHAN-FOWLER.

Royal Air Force Base, Kai Tak,
Kowloon, July 12, 1928.

A GENEROUS LADY.

MONEY FOR PRISONER'S
WIFE.

Henry Severn, 28, described as
a window-cleaner, and living at Peel-
street, Kensington, pleaded guilty at
the West London Police-court re-
cently to stealing 37s. from Miss
Amy Shawe Taylor, of Fitzgeorge-
avenue, West Kensington.

Detective Sayer said that Severn,
who worked for a window-cleaning
company, was sent to clean the
windows of Miss Taylor's flat, and
stole a handbag containing the
money from her dressing table.
Miss Taylor did not wish to press
the charge, but felt it was her duty
to prosecute.

It was stated that Severn had
twice been convicted of embezzele-
ment, and Mr. Brodrick passed a
sentence of three months' hard
labour.

Detective Sayer asked what should
be done with the balance of the
stolen money—18s.—found in Se-
vern's possession. Miss Taylor, he
said, did not want the money, and
suggested it should be given to the
man's wife.

Mr. Brodrick: That is very
generous of the lady. She has
acted very well in the whole matter.
The money can be given to the
prisoner's wife.

STOKER CHARGED.

ALLEGED MALICIOUS
DAMAGE.

CAFE INCIDENT.

Stoker A. F. Stevens (23), of
H.M.S. "Moth" was charged before
Major C. Willson, O.B.E., at the
Central Magistracy this morning,
with maliciously causing damage
to a showcase in the cafe at the
Empress Hotel on June 14, and
with assaulting two Chinese attend-
ants in the cafe. Damage done to
the showcase was stated to be over
\$25.

Mr. Leo d'Almada, who was not
legally represented, pleaded "not
guilty."

The Magistrate fixed the hearing
of the case for 2.15 p.m., on Wednes-
day next, and Stevens was handed
over to a Naval escort.

INTO THE HARBOUR.

MISHAP TO A P.W.D. MOTOR
LORRY.

Chan Chi-bun, the driver of motor
lorry No. 1589, reported to the
police yesterday that at about 1.30
p.m., he stopped his lorry near the
P. W. D. store in Causeway Bay-
road to speak to a friend. He got
out of the vehicle and walked some
ten feet away with his friend, leav-
ing his lorry named Tong Ki in the
lorry. Chan thinks that Tong
must have interfered with the
brakes, because the lorry sud-
denly began to back away. He
(Chan) immediately ran after it
and succeeded in jumping on to the
dash board, but he was unable to
apply the brakes in time, and the
lorry fell into the harbour. The
lorry suffered some damage, but
neither Chan nor his assistant was
injured.

"TOBACCO KING."

SIR GEORGE WILLS PASSES
AWAY.

London, Yesterday.
The death is announced of Sir
George Wills.
[Sir George Alfred Wills, who
was President of the Imperial
Tobacco Co. and a Director of the
British American Tobacco Co., Ltd.,
was born in 1854. He was created
a baronet in 1923. He was a
Justice of the Peace for Somerset,
Hon. D.C.L. Oxford University,
Hon. LL.D. Bristol University, of
which he was Pro-Chancellor, and
a Director of the Great Western Rail-
way, besides being a director of
many other commercial concerns.
He was reputed to be enormously
wealthy.]

A HINT TO TOKYO.

BRITAIN AND ELECTRIC
ORDERS.

The British Electrical and Allied
Manufacturers' Association, acting
on behalf of electrical firms in En-
gland draw attention, in an official
statement, to a proposal of the
Tokyo Electric Light Co. to raise
additional capital in London to the
value of £4,500,000. They state
that the capital will, presumably,
be devoted to extensions of the
plant and equipment of the under-
taking. The statement continues:
"As far as our knowledge goes,
not a single order for generating
plant and equipment has been
placed by this company in Britain,
so that, from the point of view of
British industry, this issue of capi-
tal had no value whatever."
"We would suggest that this com-
pany, in return for the additional
capital supplied to it by the British
investor, should be prepared to al-
locate a corresponding proportion
of its orders for generating plant
and equipment to the British elec-
trical industry."

Probst, Henbury and Co.
Report for year ended December
31, 1927, states that extraordi-
narily difficult trading conditions
continued throughout the year.
Trade expenses have again shown
substantial reduction, these being
lower by 55,388, and it is hoped
that a further saving will be shown
in 1928. Japanese competition con-
tinues to be very severely felt by
all importers of Lancashire cotton
goods into China, and this is some-
thing which the company is perma-
nently faced with in future, to which
must now be added China's own
over increasing production in certain
branches of trade. Despite dif-
ficulties, however, directors are
pleased to report that the result of
working has been a profit of £10,810.
Dividends on Preference shares
being cumulative, have been met
out of profit, and it is proposed to
transfer £20,810 to general reserve
account. This account will then
be increased to £4,780. Directors
do not recommend any dividend
being paid on Preference shares.
It is suggested that deferred
dividend warrants relating to
Preference shares and Ordinary
shares must be passed over in
consequence.

AT KENNEDY TOWN.

BEACH ATTENDANT ALLEGES ASSAULT.

CROSS-SUMMONSES.

Arising out of a quarrel between a Chinese youth and a bathing beach attendant at Kennedy-town on June 26, Major C. Willson heard cross-summons at the Central Magistracy yesterday afternoon, in which the parties alleged assault against each other.

The summons against the youth was taken first, Mr. Horace Lo appearing for the defence, whilst the prosecution was conducted by Mr. H. Somerset Fitzroy, Assistant Attorney General.

Mr. Fitzroy stated that the defendant was one of a party of over ten people who went down to the beach to swim on the afternoon of June 26. They clung to the lifeboat and endeavoured to clamber on board, and when prevented from doing so, pushed the boat ashore. They then assaulted a beach attendant who endeavoured to point out to them the error of their ways, and defendant was alleged to have thrown a brick which injured the attendant in the face.

In the witness box, the beach attendant corroborated Counsel's statement as to the bathers' behaviour, and said that threatening language was used by the bathers. They asked him, in effect, if he had endured the agonies of dying, and one of them wanted to know whether he was under the direct protection of Sir Cecil Clementi.

Witness tried to point out that he was a Government servant and had a duty to perform. Heedless of his remonstrances, the bathers set upon him in a body. Two boatmen came to his rescue and scared his assailants off with bamboo poles.

The case was adjourned.

PLUCKY CHAUFFEUR

STRUGGLE FOR A JEMMY.

At the Middlesex Sessions on a recent Saturday a sum of two guineas was awarded to a chauffeur named Hill for his bravery in tackling two men when he found in the house of his employer, Mrs. Rotham, at Walm-lane, Cricklewood.

Horneo Doherty, 45, a tailor, was before the court charged with breaking into Mrs. Rotham's house. Hill said that when he found the two men in the house, he said to them: "Give up. You are caught." A man not in custody struck a blow at him with a jemmy, and the prisoner also struck him two blows in the face. He closed with the men, and got possession of the jemmy, and belaboured both of them with it. They all fell to the ground, but the other man got away.

Doherty, who was said to have done well for a number of years, was bound over.

MOSQUITO BREEDING

\$50 FINE AND A SEVERE WARNING.

On June 13 the Kowloon Magistrate, Mr. W. Schofield, made an order requiring the owners of property in Hui Tan-street "to abate the breeding of mosquitoes" on his premises. Yesterday the Sanitary Department brought another summons against the same defendants alleging non-compliance with the order of the Court.

The summons was answered by the manager of the Loong Tong Co., of Connaught-road, whom his Worship fined \$50 and made a further order that the premises must be cleared of all mosquito larvae within ten days.

The defendant was warned that the firm would be liable to a fine of \$10 for each day that the order was disobeyed.

"NOT TRANSFERABLE."

Before Mr. W. Schofield, at the Kowloon Magistracy yesterday, a motor-car driver was charged with travelling on Kowloon Motor Bus Company's vehicles with a monthly ticket which had not been issued to him. The defendant argued that he was justified in using the ticket, which had been purchased in the name of a discharged employee. He had paid for the ticket himself and he did not see why he should be expected to lose on the ticket, which was valid until the end of the month. Remarking that the defendant had knowingly used a ticket issued to another person, and this in spite of the fact that it was clearly marked "not transferable," the Magistrate imposed a fine of \$5.

During the month of May the Lisbon police confiscated fifty-three cigarette lighters, which are forbidden in Portugal on account of the match monopoly, and fines were inflicted for infringement of this prohibition totalling over £100.

FOURTH COURT.

THE QUEEN'S GOWN OF SILVER.

BRILLIANT FUNCTION.

The fourth court of the season, held last month at Buckingham Palace, was as brilliant as its predecessors.

Once more many Colonial ladies were presented, among them being Miss Mimi and Miss Lala Smit, daughters of the High Commissioner for South Africa. Mrs. Amery, wife of the Secretary of State for the Dominions, Lady Parr, wife of the High Commissioner for New Zealand, and the wives of most of the other Colonial representatives were present.

A "pink and white" floral scheme was used on this occasion in the State Rooms and corridors. The string band of the Coldstream Guards played.

The King wore his uniform as Colonel-in-Chief of the Scots Guards.

Her Majesty's gown was of silver, heavily embroidered with silver paillettes, and the silver train bordered with similar embroidery and diamante. With it was worn a high diamond diadem, diamond ornaments, and the ribbon and jewel of the Order of the Garter.

The Prince of Wales, Princess Mary Viscountess Lascelles and Viscount Lascelles, Princess Helena Victoria, and Captain Lord Carnegie and Lady Maud Carnegie were in the Royal Circle. The Duchess of York wore a beautifully draped white satin gown, richly embroidered with diamante. The train was entirely covered with diamante embroidery in a lovely feather design (Handley-Seymour, 47-48, New Bond-street). Princess Helena Victoria wore a gown of pale Sevres-green silk lace, embroidered in green, silver, crystal, and finely "sun-rayed" opalescent paillettes, the draperies falling over Sevres-green satin beads, caught at the waist with a silver lame sash. The train of silver and Sevres-green shot woven lame, was bordered with silver and lined with shaded mousseline-de-soie (Reville, Hanover-square).

The Duchess of Devonshire, Mistress of the Robes, wore a handsomely draped gown of cream satin and a train of real old lace (Handley-Seymour, 47-48, New Bond-street). Miss du Cane, Lady-in-Waiting to Princess Helena Victoria, wore a gown of hand-woven gold lame, draped with cream lace richly embroidered with pearls and diamante. The train of shot silver and mauve lame was woven with gold stripes, and lined with silver tissue (Reville, Hanover-square).

Dresses And Their Wearers.

The Duchess of Abercorn (wife of the Governor of Northern Ireland).—Gown of oxidised silver lame, cut and draped on graceful lines. Train of the same material, embroidered and lined with sapphire blue. (Handley-Seymour, 47-48, New Bond-street).

The Marquesa de Merry del Val (wife of the Spanish Ambassador).—Gown of beige tulle, embroidered in dull gold. Veil of old lace. Large tiara, and the Grand Cordon de Marie Louise of Spain. Long train embroidered in diamante and gold.

Mrs. Houghton (wife of the American Ambassador).—Gown of white satin. Pearls, diamonds, and rubies. Train of white and gold brocade. Blue ostrich feather fan.

Countess Ahlefeldt-Laurvig (wife of the Danish Minister).—Dress of bronze gold lame. Train of dark mauve velvet, lined with lame.

Mme. de Oxholm (wife of the Counsellor to the Danish Legation).—Picture frock of white charmuse, with pearl embroideries, and train to match.

The Marchioness of Salisbury. —Pearl-embroidered gown of cream matinee silver brocade, decorated on both skirt and corsage in a Byzantine design. Train to match, massed with beautiful pearl embroideries.

The Marchioness of Hamilton (presented on her marriage).—Wedding gown of soft white satin, veiled with Brussels lace. Train of the same lace, falling from the shoulders.

The Countess of Dunraven. —Gown of oxidised lame and rich silver lace, beautifully embroidered with pearls and diamante. Train of lame veiled with magnificent old lace.

Lady Slater (wife of the Governor of the Gold Coast).—Gown of embroidered lace. Train of royal blue and gold lame changeant.

Bob Miller, a Liverpool boxer, collapsed at Newcastle (N.S.W.) Stadium on a Saturday evening recently, and died in hospital the following day. The post-mortem examination revealed that death was due to a fractured skull.

MR. TOM WALSH.

AGAINST WAR IN INDUSTRY.

JOINS PEACE PARTY.

The announcement that Mr. Tom Walsh, formerly secretary of the Australian Seamen's Union, has decided to join the Industrial Peace Union, founded by Mr. Havelock Wilson, president of the National Union of Seamen, has particular interest for organised labour in Great Britain, for the Australian Union has been quoted repeatedly as the shining example of 'successful militancy.'

That extreme policy has ended in complete failure, and Mr. Walsh has seen it reach an anti-climax in the sale of the whole Australian line. He is associated in his present decision with his wife, formerly Miss Adela Pankhurst, youngest daughter of Mrs. Pankhurst, the former Suffragist leader.

Campaign in Australia.

In a cable message sent to the Industrial Peace Union Mr. Walsh said:—

"My statement on industrial peace will be issued next week. Mrs. Walsh proposes to organise a branch of the industrial peace movement among women here."

In reply the executive of the Industrial Peace Union sent the following cable, signed by Lord Denbigh (president), the chairman (Sir Charles Allom), and the treasurer (Mr. V. A. Malcolmson):—

"The executive of the Industrial Peace Union welcomes the proposal of Mrs. Walsh that she should undertake to organise the women of Australia, and form an Industrial Peace Union on that continent. An intensive campaign is proceeding here, in close co-operation with the Empire Trade League. Industrial peace and production go hand in hand. The executive welcomes the establishment of branches in Australia, and sends best wishes."

A State Experiment.

The Australian experiment in the State ownership and operation of mercantile shipping ended only a few weeks ago. The continual loss and disappointment sustained in the operation of that ambitious scheme was in large measure due to the extreme policy of the Australian Seamen's Union. The service was inaugurated in 1916 by the purchase of fifteen cargo steamers for £2,000,000, and by 1922 there were upwards of fifty ships, but profits had disappeared after 1919, and heavy losses on every voyage became the rule. From 1923 onward a selling policy set in, and early in the present year tenders were invited for the purchase of the whole fleet of liners.

It was always the boast of the Minority Movement that the militant policy of the Australian Seamen's Union had secured the finest conditions and wages of any men afloat. The union called strikes on several occasions—strikes against conveying supplies to Shanghai, and against the proposed sale of the fleet. Communitists tried to organise a British seamen's strike to compel the Australian Government to retain the fleet—a propaganda pot in which the conditions were out of all proportion to the balance-sheets.

THE DUKE OF YORK.

BRITAIN'S HAPPY CHILDREN.

The Duke of York spoke at a dinner at the Mansion House in support of the appeal for £100,000 for the Queen's Hospital for Children, Hackney-road, E., of which he is president. The Duke said:—

I wonder whether it is not even an impertinence to suggest that it is necessary to appeal to the British public to give their practical sympathy to children. We pride ourselves on our love of children. In no country in the world will you find happier or healthier or more contented children than in Britain. I join issue with those doleful prophets who seem never tired of suggesting that we are losing our love and affection for children. I have seen abundant evidence that there is an overwhelming majority in this country to whom no child would appeal in vain for sympathy and protection.

The Lord Mayor, Sir C. Batho, who presided, said: "The Duke and Duchess of York had become champions of the world's youth. Wherever there was a worthy cause they could be found at its head."

It was announced that subscriptions so far have reached £20,681.

Shadows Before

COMING EVENTS ANNOUNCED IN THE "MAIL."

To-day—Queen's Theatre; "Mother Machree"; also at 9.20 p.m. the Band of the 1st Bn. K.O.S.B. (By kind permission). To-day—World Theatre; "Upstage."

To-day—Star Theatre; "Women Love Diamonds."

July 15-16—Queen's Theatre; "The Popular Sin"; also at 9.20 p.m. The Band of the 2nd Bn. K.O.S.B. (by kind permission).

July 15-16—World Theatre; "The Gay Deceiver."

July 15-16—Star Theatre; "Grip of the Yukon."

July 17-18—Queen's Theatre; "Two Girls Wanted."

July 17-18—World Theatre; "Circe the Enchantress."

July 17-18—Star Theatre; "Down the Stretch."

July 19-21—Queen's Theatre; "Hotel Imperial."

July 19-21—World Theatre; "Three Faces East."

July 19-21—Star Theatre; "The Music Master."

July 20—Promenade concert at Volunteer Parade Ground at 9.15 p.m.

Lammert's Auctions. July 16—At P.W.D. offices Crown land at Tai Kok Tsui, 3 p.m.

July 17—At 403, The Peak (Sovereign-road), valuable household furniture, 2.45 p.m.

July 19—At 14, Granville-road (Top Floor) Kowloon, household furniture, 11 a.m.

Meetings. July 14—Meeting of Creditors of the Yuen On Company, Ltd., at 6, Des Voeux-road, Ctl., noon.

July 19—H. K. Football Club extraordinary general meeting, board room of Messrs. Jardines, 5.30 p.m.

CINEMA NOTES.

"WOMEN LOVE DIAMONDS" AT THE STAR.

Pauline Starke, is the leading player in "Women Love Diamonds," the main picture at the Star Theatre from to-day to Saturday. The picture is a spectacular story of the lives led by a certain class of society—the idle rich. Pauline Starke is the chief character and portrays a young flapper of society who, tired of the tinsel and gold of her existence, turns to a more unconventional mode of living, with a startling result. Owen Moore, plays the hero, injecting his usual high standard of whimsical humour into his part as a chauffeur-lover. Other members of the cast include Lionel Barrymore, Gwen Lee and George Cooper.

ONE-WAY DANGER.

Mr. Ingleby Oddie, the Westminster coroner, declared at an inquest recently that the Haymarket has become a death-trap for walkers since it has been used for one-way traffic only.

Many business people and those who use the street support his view and state that the danger is increased by the fact that the roadway slopes towards Pall Mall so that the traffic flow maintains a greater speed than usual.

Mr. Oddie urged that more warnings should put up in one-way traffic streets, and suggested that notices such as "Danger—one-way street—look both ways" should be erected on the refugees, and "Look left" printed on the roadway.

One of Shanghai's best known business men in the person of Mr. H. P. King has left on retirement. Mr. King, who was formerly an officer in the Royal Artillery, came to Shanghai in 1905 to represent Messrs. John Brown & Co., and Messrs. Thomas Firth and Sons, British steel manufacturers. For a time he was in North China, but went home from Shanghai on leave in 1918, and during the Great War undertook important work in Russia. He returned to Shanghai after the war as the representative of various manufacturing firms.

FIFTY YEARS.

LLOYD'S OFFICIAL TO RETIRE.

Mr. F. A. Mayne, assistant secretary, Lloyd's Register of Shipping, was to retire on June 30, in his fiftieth year of service.

During this long period of service Mr. Mayne has occupied various important positions, in all of which he has shown ability of a high order, and has earned the esteem and respect of the clients of the society, as well as of the members of the committee and of the staff.

Mr. Mayne has visited Denmark, Holland, and Sweden on the society's business, and was instrumental in establishing the national committees of Lloyd's Register in the two latter countries. He is a storehouse of knowledge of all that relates to the Register, and his lecture on the Register Book ran through several editions, and are regarded as a classic on the subject.

Mr. A. E. Coope, the Ipoh magistrate, proceeded to Tanjong Rambutan to hold an inquest into the death of a Chinese patient at the Central Mental Hospital there who, it is alleged, was killed by a fellow patient.

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I offer my sincere thanks to the renowned 'Spiritualist.'

(Sgd.) E. S. YIP, 57, Caine Road, Hong Kong, 6th July, 1928.

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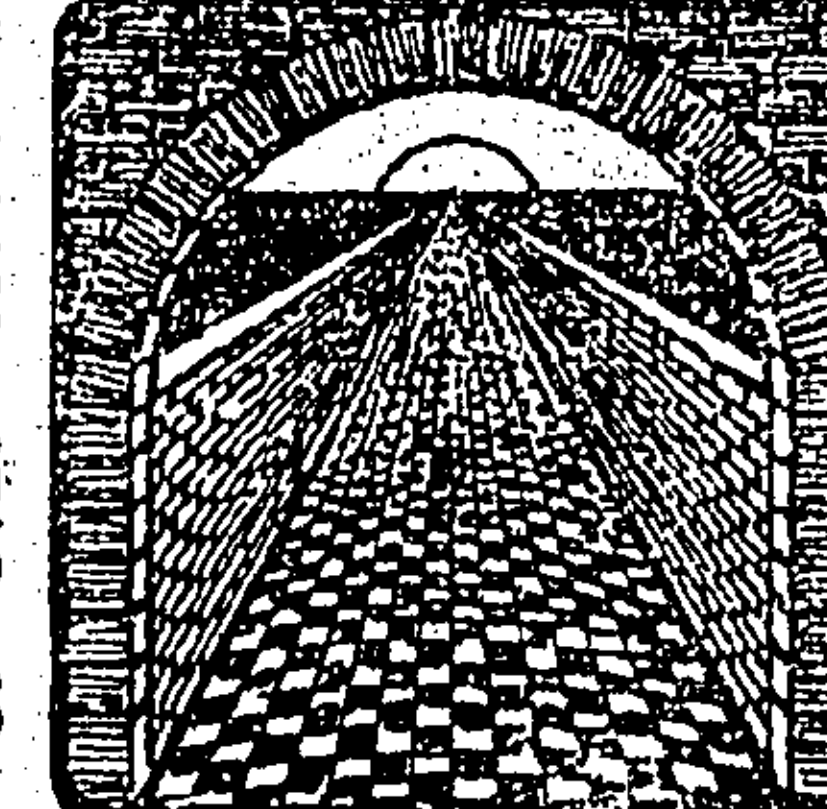
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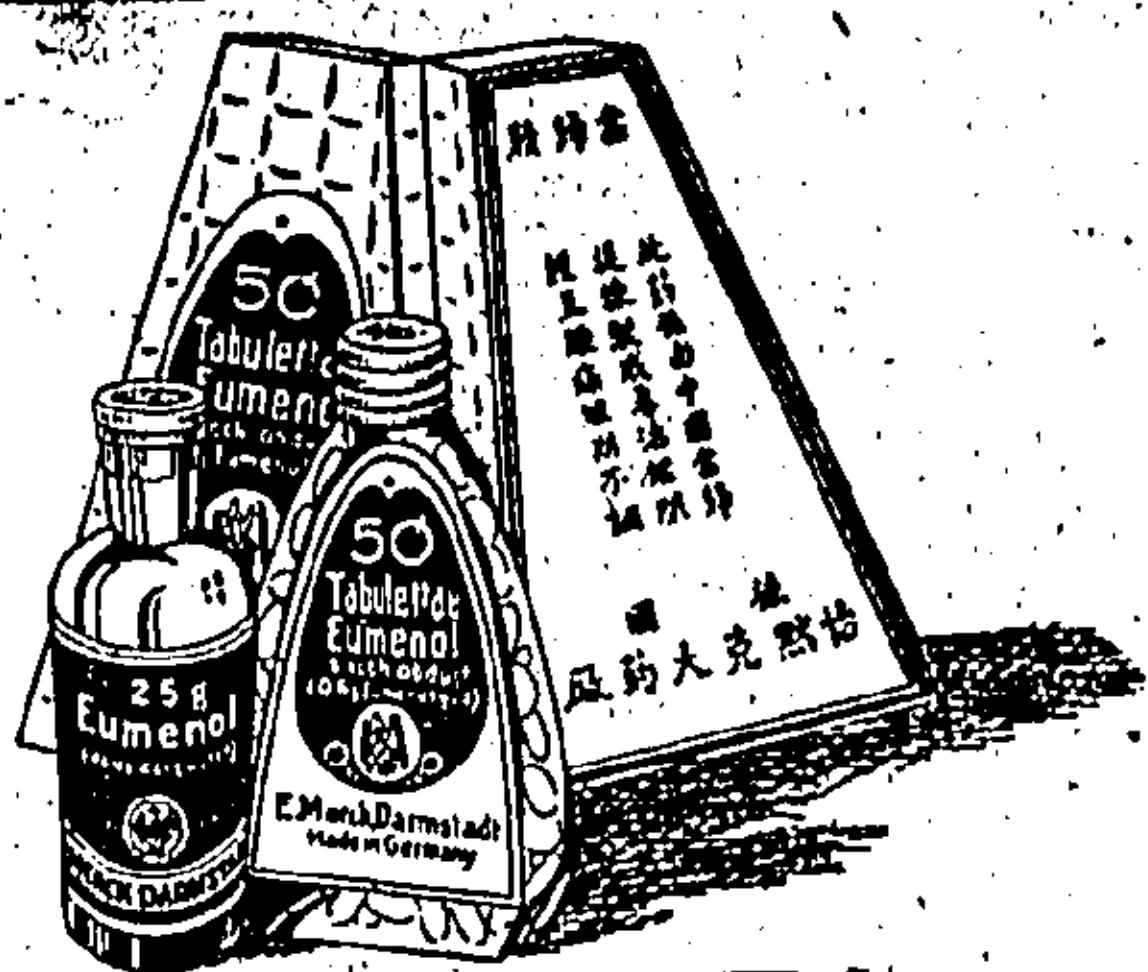
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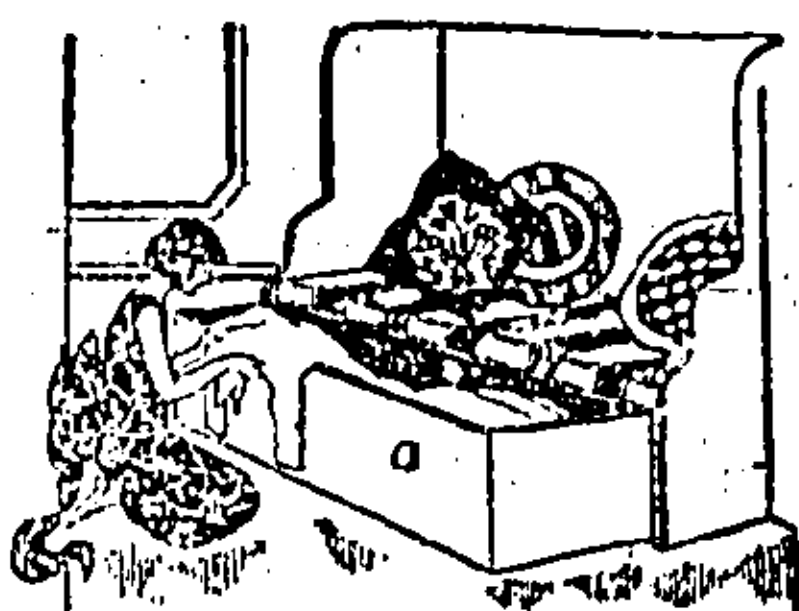
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MIDLAND PAGEANT.

BOMB STRIKES AIR
LINER.

PILOT UNAWARE.

Castle Bromwich, June 11.
Two curious incidents happened at the Midland Air Pageant here. The first occurred during the attack of the R.A.F. fighters on a tank, when 9lb. practice bombs were used. On account of the great speed of the machines as they dive towards the target the bomb, when released, has tremendous forward velocity. One bomb, on striking the ground, ricocheted, and made a hole in the fuselage of an Imper-



Gen. A. T. Goodwyn, of Elmore, Alabama, who has been elected Commander in Chief of the United Confederate Veterans at their annual convention in Little Rock, Ark. General Goodwyn is commander of the Army of Tennessee Department of the Confederate Veterans.

ial Airways machine, in which a party of joy-riders were about to make an ascent. It lodged in the luggage compartment, and the pilot knew nothing about it until his attention was drawn to it. Had the bomb's progress not been stopped by the luggage it is possible it would have struck the crowds behind the ropes.

The unexpected also happened in a parachute descent. Miss June, after making a perfectly successful "drop," found that her parachute, in falling out again on the ground, had snared a lark. She promptly rescued it.

Machines Tossed About.

The high wind and drenching rain, alternating with dazzling sunshine, thoroughly tested the skill of the pilots. Aeroplanes were tossed about considerably, and pilots had to be careful at the turnings and when coming in to land.

So strong was the wind that Captain H. Broad, giving a demonstration of control when "stalled," on a "Moth" fitted with automatic slots, was at times actually drifting rearwards. Captain H. A. Brown gave a display on another light aeroplane, the "Avian" fitted with slotted wings. Mr. E. G. Lowdell, on a "Bluebird" sociable, carried out inverted flights, while the Westland "Widgeon" was "stunted" by Captain L. Paget.

The bad conditions made stunting displays more difficult than usual, and the flight of three "Camecock" single-seater fighters of the R.A.F., although they gave a characteristically brilliant performance, were compelled to leave out the steep spiral descent in close formation.

Captain Neville Stack, on a "Moth," did some wonderful acrobatic flying near the ground, in spite of the wind, and Squadron-Leader Noakes's "crazy flying" on a slotted-wing "Avian" gained in real performance from the controllability of the machine, and in apparent effect owing to the wind, for when flying against the wind lack of headway made this brilliant pilot's cleverly grotesque manoeuvres more than ever comical.

This aerodrome is the home of No. 605 County of Warwick (Bombing) Squadron (Auxiliaries), the adjutant of which, Flight-Lieutenant W. R. Cox, gave an instructional display of Service flying on a D.H.9a. The squadron, under Squadron-Leader Cecil Wright, displayed high efficiency in its principal contribution to the programme, which took the form of a bombing attack on a derelict fort.

Heats for the races were

"WARSPITE" HERO.

OFFICER ATTEMPTS TO SAVE
CHIEF STOKER.

GAS FUMES.

Malta.—Big efforts were made by Lieut. R. W. Armytage, of "Warspite," of the First Battle Squadron in the Mediterranean, to save the life of Chief-Stoker William George Wake, who died of asphyxiation while working in the port bilges. Lieut. Armytage, overcome by the fumes, was rescued in a dangerous condition. He is now in hospital making progress towards recovery. Lieut. R. W. Armytage joined the "Warspite" in July 1926. He attained his seniority in October the year before.

SECRETS OF ASIA.

SWEDISH EXPEDITION.

Stockholm.—M. Sven Hedin, the famous Swedish explorer, who has returned on a short visit to Stockholm from Western China, where he has been superintending a great scientific expedition to explore the little-known deserts in the heart of Asia, reports that results of extraordinary value have already been obtained.

The explorer intends shortly to return to Urumtsi, East Turkestan, possibly for another two years. He is of the opinion that it will take him ten years after his return from China to collate the results of his expedition.

STRANGE THEFT.

BAG OF GEMS LEFT AT
STATION.

Cardiff.—An extraordinary story of the disappearance of diamonds and sapphire rings valued at £1,000 from a traveller's bag lies behind the announcement in Cardiff of a reward of £50, offered on behalf of Lloyd's underwriters, for the apprehension of the thief or thieves. The bag was found underneath a seat of a compartment of a train at Cheltenham empty except for private papers belonging to Mr. James, of Cathedral-road, Cardiff, a traveller representing a firm of Hatton Garden diamond merchants.

Mr. James informed Cardiff detectives, who told him of the discovery, that he had deposited the bag which contained the jewels at the luggage room at the G.W.R. Station, and received a ticket.

Mr. James then found to his astonishment that his wallet in which the ticket had been inserted was also missing.

The missing rings were all stamped with the letters R.S.T. and a number.

BRITISH PLANES.

ADOPTED FOR ARGENTINE
NAVY.

The Argentine naval authorities have placed an order with the Fairey Aviation Company for naval "General Purpose" aeroplanes, and it is probable that a further contract will follow the present one. The contract has been obtained in face of severe international competition, in spite of the fact that the cost of the British type is greater than that of its foreign competitors.

The type ordered is the Fairey HIF, already adopted both as land plane and sea plane for the Royal Air Force. It was used in last year's R.A.F. fight of four machines from Cairo to the Cape and back.

The type to be supplied to Argentina has all-metal fuselage. It has been designed for rapid adaptability to a variety of purposes as a land or sea plane, the undercarriage being interchangeable. It can be used as a bomber, for reconnaissance, for photography, for artillery spotting, or as an ambulance machine, being specially suitable in the latter capacity.

The HIF is particularly roomy and can carry many spares and supplies, fitting it for operations in sparsely populated regions. In its construction standardisation of parts in manufacture has been carried to a degree never before attained. Already more than 100 have been supplied to the R. A. F., and more are to be sent to Iraq and Egypt. The type will be represented at the R.A.F. display at Hendon.

flown off yesterday and this morning.

The speeds at which the races were flown are not of great interest. Owing to the wind, the speeds on balance were at least ten miles per hour less than usual. Some 15,000 people witnessed the races.

UNDER THE HAMMER

THE "GOING GOING"
TOWN.

A DISMAYED PEOPLE.

Amersham (Bucks), June 10.
The ancient town of Amersham has been "Going, going" all day. What portion of it has not been sold by private treaty is being sold by auction.

It is a bad day for Amersham. For 800 years the estate has been in the hands of the Drake family. The landlord has been the "father" of a contented "family" of some 5,000 souls. To-day they say of the present squire: "We shall



Dr. Gustav Stresemann photographed a few days before his 60th birthday. All Germany paid homage to the Foreign Minister who is acknowledged as the man who saved Germany in its time of distress after the war. No man since Bismarck received the adulation that was Dr. Stresemann's on his birthday, according to the press.

never find another like him for there isn't one anywhere."

Here you can get a cottage and garden at a shilling a week; another at 24 a year.

A man who pays \$13 a year rent is an aristocrat among the cottagers.

No Imagination.

To-day prosperous-looking men from London and elsewhere have been inquisitively pushing themselves into the cottages. But they have not been too well received. They have not appreciated the local pride in the history of the place.

The tradition that Dick Turpin slept in a cottage that bears his name has not interested them. They were not concerned with the stories of the thunders of John Knox, nor with the exploits of the Earl of Essex. All they want to know about is lighting or sanitation or water supply.

Amersham has tried not to get impatient with these foreigners.

"Of course there is a good water supply," an old dame told one man. "Wasn't it because they laid it on that my rent was raised to 3s. 6d. a week?"

One man in the eighties bewailed: "They talk about pulling down cottages and to put up factories." Factories in this valley 'mid the Chilterns! Amersham shivered at the possibility.

MISS GLADYS COOPER

MARRIES SIR N.
PEARSON.

Miss Gladys Cooper, the actress, has concluded her tour of the provinces and has left for the Continent. Sir Neville Pearson will join her there, it was stated last month, and they will be married this month (June) says the "Daily Mail" to hand.

The report of their engagement some days ago was denied, it is understood, because Sir Neville was not at that time free to make any announcement. The decree nisi granted to him against his wife, formerly Miss Mond, was made absolute.

Miss Cooper obtained a divorce from her husband, Captain Buckmaster, in 1923. She has two children, a son aged 13 and a daughter aged 18.

Sir Neville Pearson is 30. He succeeded to the title after his father, Sir Arthur Pearson, was found dead in his bath in 1921.

The marriage between Mr. C. W. Hornum and Lady (Neville) Pearson took place quietly in London.

VASENOL WORKS—DR. ARTHUR KOPP—LEIPZIG.

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ILLUSTRATED.

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Several times each week, cables come through with reports of questions and statements in the House of Commons. The topic is China. Interest at Home and in other parts of the world is as keen as it was at any stage. Otherwise so much publicity would not have been given. Many points arise, such as the position of British trade, British residents, the units in the former Shaforce, etc. Treaty revision is engaging the attention of a number of capitals. In short, the establishment of the Nationalists in Peking has proved to be a matter of considerable concern.

This week has seen the Nationalist military leaders coming together in a form of working agreement; the diplomats announcing a bold course in foreign relations; and the financiers taking of a new tariff irrespective of undertakings given hitherto. Reports from all centres, the "China" cables, explanations and copious footnotes will be found as usual in the "Overland China Mail."

Naval and Military occurrences in Hong Kong and in the North China Command, the week's local news and other items will all be found in the "Overland," the only illustrated weekly summary of events published in Hong Kong.

WHEN YOU GO ON LEAVE.

Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

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PARROT

Sport Columns

VARSITY MATCH.

LORDS CRICKET FIXTURE DRAWN.

OXFORD'S ESCAPE.

London, Yesterday. The "Varsity" cricket match at Lords was drawn. Cambridge made 292 and 329 for seven declared. (Robins 101 not out). Oxford scored 287 and 227 for nine.—Reuter.



Miss Penelope Anderson, of Virginia, who is Helen Wills' partner in the doubles invasion which the two are making on Europe.

LOST TEMPER.

SENSATIONAL INCIDENT IN ALL BLACKS MATCH.

Johannesburg.—The New Zealand Rugby football team sustained the second defeat of their tour when, before 30,000 spectators, they were beaten by a strong Transvaal side by two tries to nil.

There was a regrettable incident in the second half when the home team were leading by 3 points to nil. Finlayson, a prominent All-Black forward, momentarily lost his temper in the heat of a hard-

RACING ACCIDENT.

SELANGOR STEWARDS SUSPEND JOCKEY.

SEVEN HORSES FALL.

The stewards of the Selangor Turf Club have decided to suspend Long, and to recommend to the Straits Racing Association the withdrawal of his licence for the current racing year, as a result of the accident on June 16 at the Kuala Lumpur race meeting.

It will be recalled that seven horses fell in the third race, and three jockeys, Robinson, Mahoney and Davies, were sent to hospital. The Stewards, in the course of their inquiry, examined Robinson, who has left hospital, but decided that any evidence Mahoney and Davies (who are still in hospital) could give would not materially affect their findings, which were as follows:—

"As the field approached the three furlong post, where Monte Palace, Courthill, Linacre Queen and Quepaulline were running in that order about four lengths from the rest, Long, the rider of Quepaulline, took an unwarranted risk in endeavouring to go up between Linacre Queen on the rails and Courthill on the outside, and in doing so got on to Courthill's heels, causing her to roll over on to Linacre Queen, resulting in both horses falling, being followed by five others.

"From the evidence before them the Stewards are of the opinion that with the exercise of better care and judgment on Long's part, he could have averted running into Courthill, and they decided to suspend him forthwith, and to recommend to the S.R.A. that his licence be withdrawn for the remainder of the current racing year.

"The Stewards add that the size of the field in the race in question was not in any way responsible for the accident, but that a contributing factor to the horses in the rear division falling was the amount of dust created owing to the dry and hard track, which more or less obscured the view of the jockeys from any danger immediately ahead of them."

fought game and, seizing hold of Geere, he proceeded to batter the Transvaal forward's head with his fist. He was immediately ordered off the field, the police forming an escort for him.

WHO IS RIGHT?

LORD BEAVERBROOK OR LORD OXFORD.

Mr. Lloyd George—the only living statesman in a position to be so—recently gave his version on an important question of fact arising out of Lord Beaverbrook's book, "Politicians and the War." He definitely supports Lord Beaverbrook's statement that the formation of the first Coalition Government in May, 1915, was the direct result of the ultimatum from the late Mr. Bonar Law.

A divergence of view between Lord Beaverbrook's narrative, compiled from carefully kept records made at the time, and the late Lord Oxford's recollections, has created much discussion among politicians and reviewers of Lord Beaverbrook's history of events.

Lord Beaverbrook, after recounting the dramatic circumstances of Lord Fisher's resignation from the Admiralty, relates how Mr. Bonar Law told Mr. Lloyd George that the rank and file of the Conservative opposition would not tolerate Lord Fisher's departure, and Mr. Churchill's retention of office. Faced with the alternative of a Coalition or an open rupture, Mr. Lloyd George—Lord Beaverbrook relates—said: "Of course we must have a Coalition," for the alternative is impossible.

"Taking Bonar Law by the arm, he led him through the private passage which runs from the back of the Treasury to Nos. 10 and 11, Downing-street, and brought him to Mr. Asquith."

A Famous Letter.

As further proof that it was the Churchill-Fisher quarrel, and not the question of shells that brought the Liberal government down, Lord Beaverbrook quotes Mr. Bonar Law's famous letter to Mr. Asquith, which stated that it was the view of Mr. Bonar Law and Lord Lansdowne that "some change in the constitution of the government seems to us inevitable if it is to retain a sufficient measure of public confidence to conduct the war to a successful conclusion."

ISLAND BRIDE.

MARBLE CHAPEL WEDDING OF MARQUIS'S DAUGHTER.

Glasgow.—Amid the romantic surroundings of her island home of Bute, Lady Jean Crichton Stuart, younger daughter of the Marquis and Marchioness of Bute, was last month married to the Hon. James Willsborough Bertie, son of the late Earl of Abingdon.

The sun glistened through the windows on to the pure white marble interior of the chapel as the bride and bridegroom stood together at the altar in a bower of white roses and stately lilies.

Lady Jean wore a gown of ivory satin, modelled in Venetian style, embroidered in silver and pearls. Her veil fell over her long train of old Brussels lace.

A privileged guest was Lady Jean's pet hare, Gussie. It was the first wedding at Mount Stuart for 200 years, and the festivities ended with the kindling of huge bonfires on prominent parts of the island of Bute Great Cumbrae.

RAINBOW'S END.

LORD HALDANE'S BOYISH CHASE.

RELATIVITY QUESTION.

Miss L. A. Lowe, headmistress of Leeds Girls' High School, presiding at the Association of Headmistresses' Conference, which was resumed at the Parliament Hill County School Highgate-road, N.W., recently said that the safeguarding of leisure was one of the ideals they must cherish in the schools. They must ensure that English schools were places of training for leisure as well as for learning. The children, with their home instruction and duties, with social and physical activities in school hours, were indeed "put to it" to find the time to spend at the open window and the energy to focus their attention in a truly scholarly way.

Viscount Haldane, speaking on the subject of "East and West, Relativity and Knowledge," said: "We all suffer from conventionalism, the race as well as the individual." As a very little boy, he used to run over the fields in a vain endeavour to find the end of the rainbow, where his nurse told him he would find a golden key. "But in spite of my endless energy," he said, "the rainbow always disappeared, and it was not till years later, that I discovered that the apparent



General Isami Ugaki, one of the great powers in Japanese affairs, who has been appointed Supreme Commander of all the Japanese Expeditionary Forces in Shanghai.

disappearance of the rainbow was simply a question of relativity.

"If we have relativity in physical science so we may have it in all things. We are all affected by relativity, for we all look at things from a different angle. For instance, the idea of a dance to last till three in the morning would not appeal strongly to me as an old man of 72, whereas it might thrill some of you younger folk. That is simply a question of relativity, or of seeing a thing from a different viewpoint. Nowhere have we been narrower than in our outlook of the East. Indian thought, taken at its highest, comes very near in penetration to the profoundest thought of the West."

FOR TWENTY YEARS.

A POLITICAL FORECAST BY SIR LEIGH MACLACHLAN.

Sir Leigh MacLachlan, who recently retired from the position of Chief Agent to the Conservative party, was presented with a cheque for £810 and pieces of antique plate at the House of Lords.

Thanking the donors—his friends in the Upper Chamber, the House of Commons and in the constituencies—Sir Leigh said that during the next twenty years, so far as one could see, the normal Government would be Conservative, with short intervals when Labour would be in office. He remarked, however, that the political prophet was as confident of success as a man who bought a single ticket in the Calcutta Sweep.

Viscount Younger made the presentation, and said that Sir Leigh had a record of forty-one years' greatly appreciated work for the party.

The cake basket and silver dredger presented to Sir Leigh were dated 1744 and 1711 respectively. The Mexican airman, Captain Carranza, who left Mexico City on a flight to Washington, to return Colonel Lindbergh's "good-will" flight, was forced to come down at Mooreville, North Carolina, owing to fog.

DR. R. DOWDEN.

LOSS TO F.M.S. MEDICAL SERVICE.

ILLNESS OF ONLY 5 DAYS.

Kuala Lumpur, June 23. The death occurred here at 7 o'clock to-night of the hon'ble Dr. R. Dowden, Principal Medical Officer, F.M.S. after an illness lasting only five days.

Dr. Dowden must have had a relapse, for Friday's "Malay Mail" stated that he was better, although still confined to the house and unable to see visitors. We understand that he was about to proceed on leave prior to retirement.

The late Dr. Richard Dowden B.A., M.D., M.B. M.B.H., B.A.O., Trinity College, Dublin; L.M., Rotunda Hospital, Dublin, and Vienna, who was born at Dublin on September 28th, 1873, had had a distinguished career and his death is a severe loss to the Malayan Medical Service.

Educated at Trinity College, Dublin (M.D.), he was in the London County Council Asylum Service from 1899 to 1900, in July of which year he was appointed a Medical Officer of Jamaica, where he stayed for three years. He next became district surgeon in Selangor and in 1908 served in Perak as a Medical Officer.

After long leave the late Dr. Dowden was appointed Medical Officer (Grade 1), F.M.S. in 1911 and four years later went home to serve in the War. For his services with the R.A.M.C. he was awarded the 1914-15 Star, General Service, and Victory medals, having to retire from the Army in 1916 owing to medical unfitness.

In 1920 he became Acting Senior Medical Officer, Perak, and the same year Acting Principal Medical Officer, F.M.S. his appointment as Principal Medical Officer, F.M.S. being confirmed a year later. In 1923 the Dr. Dowden was on special duty in India, and in 1927 was appointed a member of the Federal Council.

FRANCE TO-DAY.

GREAT SURPLUS FROM TAXATION.

Paris.—The satisfactory situation in respect of French taxation returns was demonstrated to the Council of Ministers by M. Poincare.

He stated that for the first five months of the current year the amount collected exceeded the Budget Estimates by 1,084,893,000f (£8,700,000) and the receipts for the corresponding period of last year by very nearly 1,170,000,000f. For the month of May alone the surplus over the estimates was 273,435,000f, and over last May 186,524,000f.

Although it is generally believed that no decision has yet been reached by the Cabinet with regard to stabilisation, it was, according to the "Petit Parisien," in connection with a preliminary discussion of the question that M. Poincare, it is said, proposes to have private conversations with the two or three Ministers who are currently believed not to favour immediate stabilisation, the wider discussion begun recently is expected to be continued.

M. Caillaux, speaking, insisted once more upon the necessity for the stabilisation of the franc. With the mark, the krona, and the lira stabilised, he fears the dangers of speculation upon the only currency still liable to fluctuations.

He does not seem quite happy about the effects of the heavy purchases of foreign currencies which the Banque de France is said to have made, and he declares that if such operations are continued it will be difficult to avoid a crisis. Should M. Poincare decide to stabilise, M. Caillaux assured him of the support of the Radical Socialists.

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.30
New York	4.86 18/32
Brussels	34.90
Geneva	25.25
Amsterdam	12.073
Milan	92.85
Berlin	20.39
Stockholm	18.16
Copenhagen	18.20
Oslo	18.20
Vienna	34.525
Prague	184 1/4
Helsingfors	198 1/2
Madrid	29.505
Lisbon	2 1/2 1/2
Athens	87 1/2
Bucharest	78 1/2
Rio	6 67/64
Buenos Aires	47 1/2
Bombay	1 1/2 1/2
Shanghai	2 1/2 1/2
Hong Kong	2 1/2 1/2
Yokohama	1 10 1/16
Silver Spot	27 8/16
Silver Forward	27 1/2

—British Wireless Service.

MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—	
Bank, wire	2/- 1/2
Bank, on demand	2/- 3/16
Bank, 30 days' sight	—
Bank, 4 months' sight	2/- 1/2
Credits, 4 months' sight	—
Documentary 4 months' sight	—
On Paris—	
On demand	124 1/2
Credits, 4 months' sight	—
On Berlin—	
On demand	—
On New York—	
On demand	49
Credits, 60 days' sight	—
On Bombay—	
Wire	135
On demand	135
On Calcutta—	
Wire	135
On demand	135
On Singapore—	
On demand	87
On Manila—	
On demand	98 1/2
On Shanghai—	
On demand	76 1/2
30 days' sight (private paper)	—
On Yokohama—	
On demand	105 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	2/1 3/6
Silver (per oz.)	27 3/16
Bar Silver in Hong Kong	4 1/2 prem.
Chinese Copper Cash num.	—
Chinese Copper Cents 6% prem.	—
Rate of Native interest	7% p.a.
Chinese Sub. Coin	32% dis.
Hong Kong Sub. Coin Par.	—

THE SHARE MARKET.

Stock	Hong Kong Exchange.
T.T. on London	2/- 1/2
T.T. on Shanghai	70 1/2
Banks.	
Hongkong Bank	\$125 b & sa
Chartered Bank	\$125 b
Mercantile A. & B.	\$230 n
do.	\$214 1/2 n
P. & O. Bank	\$230 n
Bank of East Asia	\$75 n
Insurance.	
Canton Insurance	\$320 s
Union Insurance	\$338 1/2 s
North China Insurance	T144 b
Yangtze Insurance	\$50 n
China Underwriters	\$2.55 s
China Fire Insurance	\$235 b
H.K. Fire Insurance	\$72 1/2 n
Shipping.	
Douglas	\$36 1/2 s
H.K. Steamboats	\$27 1/2 s
H.K. Tugs & Lighters	\$2 s
Indo-China (Freight)	\$36 1/2 s
do. (Dead)	\$70 b
Shell Transports	100/- sa
Water-boats	\$20 1/2 n
Mining.	
Benguet	\$1 1/2 b
Kailash Mining	\$9 1/2 n
Langkate (Combined)	T12.20 n
do. (Single)	T5.90 n
Shanghai Explorations	T2.45 b
Shanghai Loans	T3 1/2 n
Rauha	\$4 1/2 b 4 3/8 sa
Troms Mines	17/8 n
Docks, Wharves, Godowns, &c.	
H.K. & W. Wharves	\$138 1/2 b
H.K. & W. Docks	\$40 b
China Providents	\$5 b
Hongkong	T165 n
New Engineering	T5 n
Shanghai Docks	T107 1/2 b
Cotton Mills.	
Ewo Cottons	T3.85 b
Oriental Cottons	\$2 1/2 n
Shai Cottons (Old)	T51 1/2 n
do. (New)	T27 1/2 n
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	\$8.90 b 9 1/5 s
Hongkong Lands	\$66 b
Shanghai Lands	T135 b
Compreys Estates	\$14 1/2 b
Hongkong Realities	\$8 n
H.K. Territorials	—
Prince's Buildings	—
Public Utilities.	
H.K. Tramways	\$24.85 b 25 s
Peak Tram (old)	\$18 b
do. (new)	\$5 b
Star Ferries	\$84 b
China Lights (comb.)	
do. (old)	\$11.60 b 11 1/5 s
do. (new)	\$11.70 n
do. 1928 issue	\$11.00 n
H.K. Electric	
Electric (new)	\$48 b 49 sa
Water Electric	\$25 1/2 b
H.K. Telephones	\$54 b
China Buses	\$10 b
Singapore Traction	11/3 n
do. Pref.	17/8 n
Industries.	
Singapore Sugar	\$2.70 n
Malayan Sugar	\$2.45 n
Canton Tea	\$3.60 n
Cement (comb.)	\$9.45 b
do. (old)	\$8.40 n
do. (new)	\$1.55 b
H.K. Ropes (old)	\$6 b
do. (new)	\$6 n
United Asbestos	\$10 n
Sewer, &c.	
Dairy Farms	\$21.90 b
Watson	\$14 s
Der A. Wines	\$0 cta. n
Tena. Crawford	\$2 1/2 s
MacIntosh	\$20 n
Singapore	\$9 1/2 n
Wm. Rowell	\$3 b
Wm. Wellman	\$3 s
H.K. Amusements	\$30 s
H.K. Constructions	\$1 1/2 s
R. Ind. G. Bonds	68% n
H.K. Govt. Loans	6% Prem. b

The Afghan newspapers described the elaborate preparations made for the reception of the King and Queen of Afghanistan on their arrival at Herat between June 23 and July 2. Part of the journey was made by air.

Good rains in the agricultural areas following the earlier falls have created optimism throughout South Australia concerning the prospects of the season.



Playing Cards, Cigar and Cigarette Ash Trays will be given free to purchasers of dozen Quart bottles of Elbschloss Beer.

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THE MOTORISTS' PAGE

B.S.A.

POWER with SILENCE
SPEED with SAFETY

In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

4 GOLD MEDALS and TEAM PRIZE

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1928.

B.S.A.'s won the

COLMORE CUP

2 years out of 3—in 1926 and 1928

In the Victory Cup Trial

B.S.A.'s won

Frank Hallam Cup

Watsonian Team Prize

For 2nd year in succession

6 GOLD MEDALS

In the Paris-Nice Trial B.S.A.'s won

TEAM PRIZE

for 5th year in succession and

3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

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Sole Agents.

TOOK FIVE YEARS.

TO PRODUCE THE NEW WHIPPET.

FINE ENGINE.

There was a time when the average man never dreamed of possessing a car with a Knight double-sleeve engine. That type of engine, because of its comparatively expensive manufacture, has so long been associated with cars in the higher price classes that a person of ordinary income never considered it possible to own one.

But now, after many years of development of the Knight engine and improvements in facilities for manufacturing it at lower cost, the Willys-Overland Company is able to offer the general public a six cylinder Knight-engine car to sell in the same price class with ordinary low-priced poppet valve sixes.

"It took five years of the hardest work Willys-Overland Inc. has ever done to produce that car," said Mr. John N. Willys, president of the big Toledo manufacturing plant when he was asked about the new Standard Willys-Knight Six that he recently placed on the market.

Goal Attained

"Our Knight Car manufacture started with the Willys-Knight Great Six and we have been working on it ever since in one way or another," he continued.

"Now we have attained a manufacturing goal which we set when we started to change our Willys-Knight production from four cylinder models to sixes. It has been a difficult task and it has required the maximum energy of both engineering and sales departments to bring it to a completion.

"One of the reasons has been the exacting manufacturing requirements put upon the Willys-Overland plants in the development of the Willys-Knight motor. Basically this power plant is one for higher priced cars. In Europe, where more expensive to build than the average poppet valve motor. In Europe, where the first Knight motored cars were built, they have been confined exclusively to the highest priced vehicles and have been accepted as the ultimate achievement in smoothness, efficiency, durability and economy of operation.

"Here, we have had to maintain the European standards of excellence in construction for that is necessary in building a power plant of the Knight sleeve valve type. But we had to conform to lower price standards as well.

Large Sales.

"To bring the high achievements in manufacturing and design, required in the construction of a Knight motored car to the price range of the lower priced sixes has necessitated mechanical development of specialized machinery, the attainment of the most efficient manufacturing procedures in all departments of the plants and the closest regulation of all elements entering into the work of building the car.

"The reception of the Willys-Knight Great Six and of the Willys-Knight '70' which closely followed have helped materially. Both of these cars stepped into large sales volume in their respective price classes.

"To keep up with the steadily increasing demand for these models we had to do rather unusual things in our manufacturing departments.

"We were aided by the fact that the basic principles of the Knight double-sleeve motor remain unchanged. We have not been faced by the high costs necessary to make complete revisions in design. The power plant of the Willys-Knight standard six is the same, in its engineering principles, as that in the other two Willys-Knight models. Experimental work was not necessary to prove the correctness of the theory or of the design. We knew what standards we would be required to build to and we have been able to use the same manufacturing equipment for the power plant in this car as we use for the other models.

"We know that we could plan to build along the same lines for a long time to come and this has been a fact in our favour.

"There is a feeling of general satisfaction throughout the entire Willys-Overland organization, now that the goal we set has

LOOKING FOR VALUE

EDUCATING THE PUBLIC.

WHIPPET FEATURES

A motor-car salesman has to know his product and competitive products very thoroughly these days if he is going to be successful with the modern buyer. Twenty years or more of experience with cars—together with the increasing motor education of the general public by manufacturers through advertising and demonstrations—has made the average man a good buyer.

He no longer buys because a car is a new model—or because it is flashier in appearance. He looks into the detailed specifications of the cars, asks pertinent questions, makes comparisons, and in the end usually bases his choice on very sound judgment.

A New Trend.

With the perfect Whippet occupying the most conspicuous position in its history in the light four cylinder field, Willys-Overland merchants throughout the world report that buyers are paying tribute to the mechanical details of this car, which 18 months ago set a new trend for modern car design.

These merchants further state that this car's quality and proven performance likewise are major factors considered by buyers, and that this has much to do with the present enormous increase in Whippet Sales.

It is said that recent developments in the light car field have emphasized the fundamental features which were introduced by the Whippet and which have been steadily maintained in its production. Motor car authorities say that in its basic elements of construction, the Whippet remains as distinctly advanced as when it was first present.

The Whippet, engineers state, still has the only motor in the light four cylinder class that actually develops 100 per cent. more power than its official rating and which develop this power with actual savings in cost of operation.

Power, speed, economy and stamina accomplishments of the Whippet have set a new high standard of performance in the light car field since its initial presentation 18 months ago. Since that time the combined mileage of the Whippets in the field is estimated at more than half a billion miles.

Price Reductions.

Willys-Overland officials declare that the recent reduction in Whippet prices, which places these modern cars in direct price competition with the lowest priced cars, was not an attempt to meet a price situation for it was definitely decided that the original Whippet quality and beauty should be maintained regardless of what prices could be reached.

It is pointed out, that part for part and specification for specification, the perfected Whippet duplicates the original car in every detail of quality and workmanship with even greater value being offered at the new prices in some details of construction.

The tremendous sales volume is cited as evidence of public acceptance of the Whippet, and an indication of its quality leadership in the light four class.

NEW BUSES FOR SHANGHAI

Twenty of the latest type of Express gear-driven omnibuses will soon be appearing on the streets of Shanghai in the service of the China General Omnibus Company. They have been specially built by Tilling-Stevens, Ltd., in England, and are equipped with a 29-70 horse-power engine and Dunlop giant pneumatic tyres.

The most up-to-date type of body is to be fitted, holding 32 passengers, and equipped with electric light.

It has been accomplished. We believe that it will mean a great deal to the motoring public to be able to buy a Willys-Knight in such a wide range of price classes that every demand except that for the lowest priced light cars will be satisfied.

COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

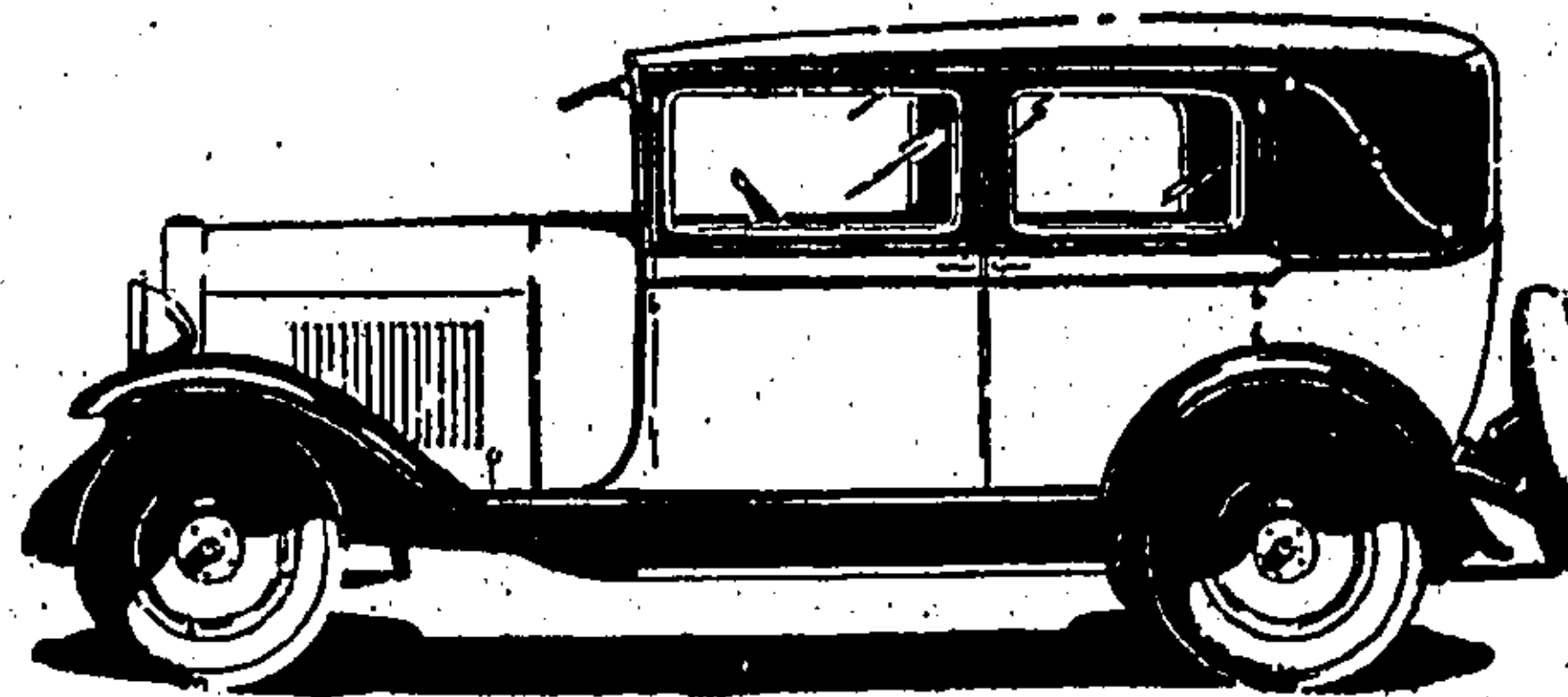
In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

Here you have comfort and riding qualities built right into the car. They will not vary as you flash, care-free, past thousands and thousands of milestones.

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BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4769.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4769.
SINGER.—Gilman & Co., 4a, Des Vaux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.
WHIPPET.—Gilman & Co., 4a, Des Vaux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vaux Road Central.

MOTOR TRUCKS AND TRACTORS.

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G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4769.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4769.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Vaux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4769.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.228.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kohn & Co., Ltd., 19-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER TYRES.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4769.

BELIEF IN TRAMS.

EXETER TURNS DOWN BUSES.

Exeter Believes in Trams.—Exeter City Council has shown its confidence in its tramway undertaking by decisively defeating a proposal not to extend systems and to experiment with omnibuses. An amendment to stop extension of the tramway system having been moved and seconded at a meeting of the Council last week, with arguments to the effect that trams endangered the prosperity of the city by causing motorists to give it a wide berth because traffic was held up by the trams, the Chairman of the Tramways Committee pointed out that in the Corporation Bill now before the House of Lords the Council were asking for powers to carry out tramway extensions, and they would be placed in a ridiculous position if they changed their minds. The proposed extensions would serve a district which was being rapidly developed, and residents would find the trams much more convenient than buses. The statement was also made that during the past 12 months the tramways receipts were £9,000 for every mile of its route, and that the speaker believed, was a record; it did not suggest that the undertaking was likely to be a dying concern. There was a gross profit for the year of £11,427. "No method of transport, he added, had been devised to deal with density of population more efficiently or more cheaply. Another speaker remarked that the undertaking had saved the city a three-half penny rate in road maintenance during the last 20 years. Electrical Industries.

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GOOD DRIVING.

CULTIVATING THE ESSENTIALS.

FORMAL TESTS.

What are the qualifications of a good motor car driver? In these days of universal motoring it would appear superficially that such a question is of small account. It is, in fact, a question of growing importance, its growth being governed by the increase in registration.

Of the formal test made when the novice desires to qualify for an official driving licence little or nothing need be said, for it is formal in every sense of the term. In the first place the examinee may be totally ignorant of the mechanical principle of the car he handles, and, secondly, he may be so decorous when under the all-pervading eye of the examiner, such a performance can be no criterion of his behaviour when left to his own resources.

RECKLESS, INCAPABLE FEW.

Now that so many new motorists are responding to the call of the open road, there is greater need than ever for the utmost caution to be exercised by every wheelman. It can be said with some certainty that much of the agitation still prevalent against the motorist, though equivocal as often as not, is the direct result of thoughtlessness on the part of the reckless, incapable few. From a general review of the situation it is clear that before a certain class of licence-holder will ever be capable of controlling a car on a public thoroughfare, an elementary education in the ethics of good manners will have to be enforced. Not that such treatment would be likely to meet with any great success—we despair of ever improving certain types of wheelmen—but it might serve to draw a line of distinction between wilful and unintentional road-hogs.

The qualifications of a motor driver are more a matter of character than specific technical ability. It is taken for granted, of course, that the man or woman is normal in physique and health. The "true, fine gentleman" of Dick Steele's definition, for instance, would make an admirable motor driver. What is required after common decency is common sense; that is, a fair amount of brains and a capacity for using them. The actual manipulation of the controls is negligible in comparison. Any normal person can "drive" the modern car, though there are still many capable drivers whose sole occupation at the wheel would seem to be a display in their passengers of the onerous task which has fallen to their lot. They will change gear with the magnificent air of a bull-fighter bull-fighting under difficulties, and will manoeuvre round a point-duty officer as if he (the driver) were no end of a fine fellow. To the novice I would say: No one living has driven all his life; we are all little more than novices at the game.

SECRET OF GOOD DRIVING.

If thought for others, an even temper, a sense of humour, and a sense of duty are cultivated, good driving is almost bound to follow as a natural consequence. For a motorist human enough to consider the feelings of other road users will never ill-treat his car; his patients will stand him in good stead in studying its mechanism; a sense of humour will prove invaluable in the quest for the seat of trouble; while his acceptance of responsibility will ensure no laxity on his part in keeping his car's controls in such condition that public safety is not jeopardised. It is the man who in private life knows how far to go, without offending his fellow creatures, who is likely to qualify most readily as a motor car driver. Speed, like everything else, must be indulged in moderation if it is to serve its true purpose in the world. It

is a question of matter in the right place. The driver of steady nerve has every natural right to make the pace on the open road. It is the man or woman who, when travelling at three miles an hour in city streets, will swing over to the right without signifying the intention of so doing who, of all motorists, is the most objectionable and the most unworthy to hold an official driving licence. For such people there can be no excuse, any more than for those who will enter one road from another at speed, or who, on a comparatively narrow road, will not budge from the middle when other travellers wish to overtake or pass them.

RIGHT-HAND TURNING.

It will be agreed that a right-hand turn with a stiff steering car on a badly cambered road is not child's play when one's right hand is stretched out to signal and the feet are employed much after the manner of those of an organist giving a recital. But that is only a trifle of the motor driver's individual responsibility, though incidentally it constitutes a test that certainly can well be applied when the novice is endeavouring to pass out—a sharp right-hand turn, the driver signalling the while.

I fancy that failure to make the recognised signals at the right moment is responsible for more than half the trouble and misunderstanding encountered on the road, in town and out. There are just as many motorists who overtake other vehicles with sounding their horns as there are others who do, and even when this precaution is taken it is six-to-half-a-dozen that no "come on" signal will be given. This constitutes bad driving, and is prejudicial to the training of the novice, who is all too eager to follow the example set by the other hand.

One of the most important signals is the "slow down." As a general rule the necessity for a sudden stop is known to the several drivers of a string of, say, three cars. A sharp look-out for emergencies well ahead is part of the motorist's responsibility. Slowing down is more frequently an individual matter, as when a driver suddenly perceives a lady friend waiting for a tramcar and is as suddenly seized with a desire to effect the saving of a tramfare, or remembering he has left his pipe in the garage, he automatically slackens his pace to facilitate the process of meditation and subsequent decision. Yet the "slow down" signal is the most neglected one of all. There can be few situations more demoralising to the nervous driver than to find himself on a perfectly quiet road, drawing perilously near to the body of the bulging body of a preceding car. The motorist will, nevertheless, always be prepared to doubt the sanity of the man in front until that person has proved himself to be in possession of his essential faculties.

STUDYING HUMAN NATURE.

An old motoring friend, one who was steering with a tiller nearly 30 years ago, once told me that in overtaking other motorists (I regret to say that was his principal occupation when on the road) he could, with rare exceptions, tell what type of man was sitting at the wheel. And frequently, I further regret to say, he would pass on that information to the individual whose character had, perchance, been confirmed. In the days of which I speak it is probable that the car itself would form a sub-index to the idiosyncrasies of its owner, and lighten the task of the student of human nature. Yet, in these standardised days, it is often no difficult matter to form an opinion of one's antecedent, and, moreover, to have that opinion confirmed on overtaking him or her. And the more satisfaction one derives from this form of prophecy the more decorously will one attend to the rules of the road.

"Oh wad some power the giftie gie us,
To see ourselves as ithers see us!"
—H. J. F. in "J.S.T."

USED CARS.

POINTS FOR POTENTIAL PURCHASERS.

WHAT TO LOOK FOR.

Many of the cars seen on the road nowadays have owners who were not the original purchasers. The sale of used cars has become a business of great importance, and it is probable that the greater part of the time of the members of a sales staff is occupied with the selling of "traded-in" cars. Any person who contemplates buying a used car should take certain precautions, inspecting the chassis and bodywork to ascertain whether there are any serious faults needing imminent expenditure. A number of faults may be expected in any car which has done any considerable mileage, and attention to these might also be commended to any prospective vendor of a car. Much, of course, can be learnt in a short run on the road, a short steep gradient being an essential of the route. Points to watch in this test are the pulling power of the engine, the suspension, body squeaks and rattles, noise from the gearbox and back axle, the efficiency of the brakes, the action of the clutch and ease of steering.

Following a short road test, the car should be driven to a garage and examined. The paintwork, bonnet and hood are easily examined, and it is easy to form an estimate of the cost of any necessary repairs. Notice should be taken of the speedometer reading, although this is not necessarily true. The exact date on which the car was originally purchased may be ascertained from the licence.

Next, the tyres should be examined, and this is rather an important matter because should the treads be practically non-existent or the walls of the covers damaged, the new owner will be faced with a rather heavy bill for five tyres before he has covered many miles.

ENGINE TESTING.

After this comes the engine, and here a great deal can be found out regarding the condition of the working parts without actually dismantling anything. An external examination, for example, will show whether any water is leaking from the cylinder head gasket, the radiator, the pump gland or any water connection.

Another point is oil-tightness, as considerable waste may be caused if oil is leaking from the crankcase at the sump joint or front main bearing. Leakage from the rear main bearing is not visible, but will usually make itself apparent by causing clutch slip.

The condition of the pistons and rings is rather important if the car has done 15,000 miles or more, as they may have become considerably worn, so allowing a leakage of gas (and, consequently, loss of power and economy) during the compression and power strokes, while oil will be sucked into the combustion chambers and wasted during the induction strokes. Leaky valves will produce similar results, but this is not so serious, as they can be remedied without great expense.

One of the tests for piston wear is to allow the engine to run at idling speed for some minutes, then opening the throttle and noting whether any serious quantity of blue smoke issues from the exhaust pipe. Following this, stop the engine and try each cylinder for compression in turn by means of the crank handle.

Another test worth making while the engine is idling is to remove the radiator cap and watch the surface of the water; if there are gas past the cylinderhead gasket, bubbles will come up through the water in the radiator-header tank.

Worn bearings may also be suspected in a car which has been driven hard and has covered a big mileage, and these are like-wise expensive to renew. A worn main bearing will usually make its presence known by producing a thudding noise when the car is being driven at full throttle up a hill sufficiently severe to reduce the speed to 25 m.p.h. or so on top gear.

A loose big-end will often only produce a clatter at certain speeds when there is a reversal of load owing to the inertia forces produced by the compression and explosion of the gases.

In an overhead valve engine with pushrod operation the valve gear is almost invariably noisy, as few owners will take the trouble to set the tappet clearances as frequently as is necessary. A certain amount of clicking from the tappets can, therefore, be tolerated, but it is as well to remove the overhead cover and inspect the components.

TRANSMISSION SYSTEM.

Not much can be learned concerning the transmission system by a superficial examination, although undue noise or backlash can be looked for in the course of a short

MILE-A-MINUTE.

BOAST OF STUDEBAKER MAKERS.

SOME BETTER.

Every Studebaker is now a mile-a-minute car, according to a recent article in "Automobile Topics," one of the foremost automobile trade papers. "First the Commander roadsters covered 25,000 miles in less than an equal number of consecutive minutes," says the article, "then the Directors came along with their 5,000-mile jaunt, and now the Erskine. All of Studebaker's sixes have shown their mile-a-minute ability."

Since the article appeared, the President has joined the ranks of better than "mile-a-minute" Studebakers by covering 2,000 miles at an average of 72.5 miles per hour. The President now holds all official speed and endurance records for fully equipped stock enclosed cars, regardless of power or price, from 5 to 2,000 miles and from 1 to 24 hours.

Stock Car Contests.

"The Automobile Topics article is a reflection of the intense interest aroused throughout the automotive industry by Studebaker's success in winning all official A.A.A. records for fully equipped stock cars," declares the manager of the Hong Kong Hotel Garage, local Studebaker-Erskine dealers. "Never before in automotive history has a single manufacturer so conclusively proved the speed and stamina of his product."

"Studebaker's achievement is particularly noteworthy because of the fact that every car was put through its paces under the scrutiny of the highest motoring authority in the United States—the American Automobile Association. As every motorist knows, there are many ways of altering stock car design to gain additional speed for short runs without materially changing the appearance of the cars. But in any stock car event held under the auspices of the A.A.A., the cars are thoroughly checked to the minutest detail and must correspond to cars of the same model offered for sale by retail dealers.

"Studebaker not only carried its speed and endurance trials to distances which proved ability to stand up under sustained high speed, but subjected every car to the strict official regulations covering A.A.A. stock car contests."

MONTHLY INCREASE.

SALES AND RECORDS OF THE STUDEBAKER.

Since September, 1927, every month has shown an increase in the sale of Studebakers over the corresponding months of the previous year.

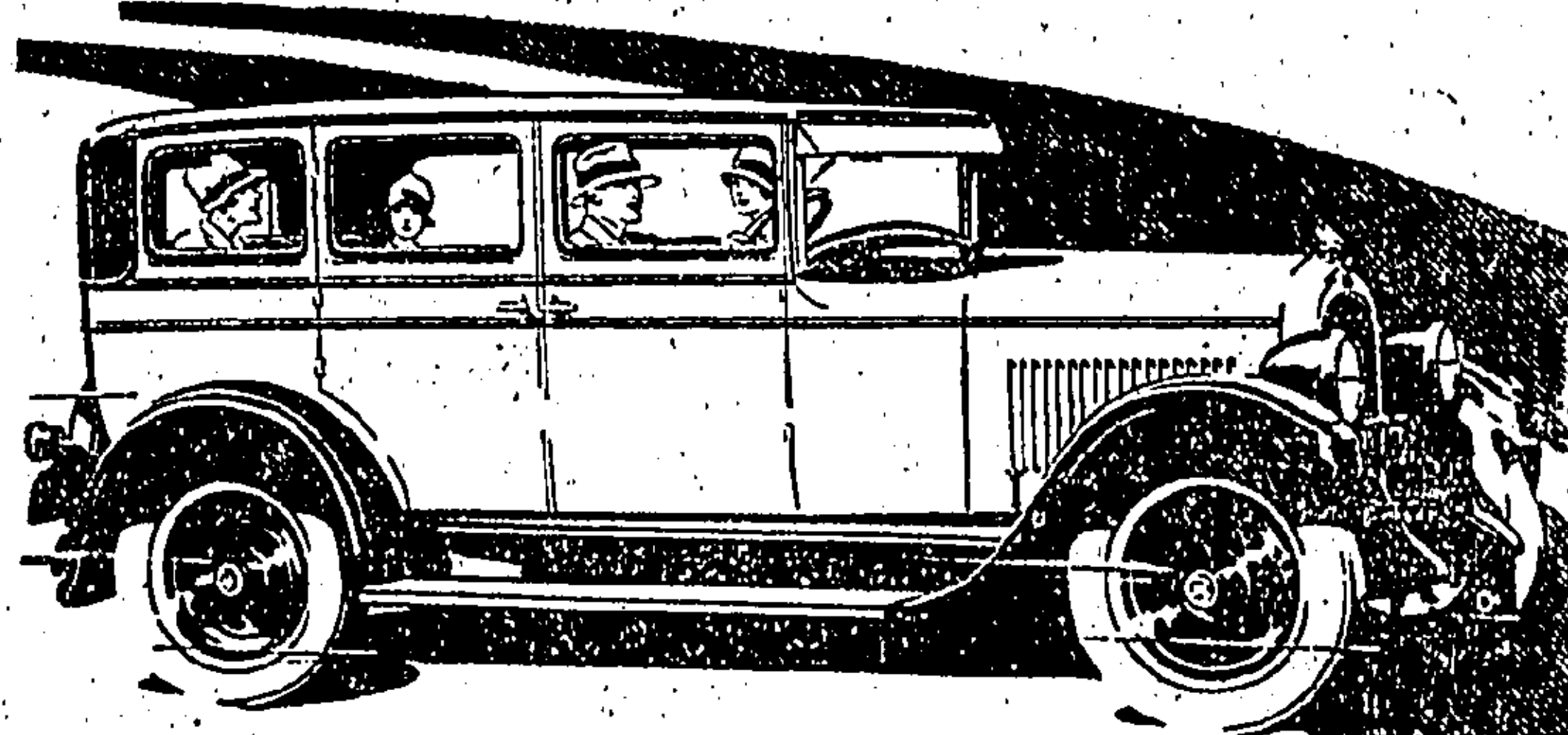
The rapid progress Studebaker is making in sales is closely paralleled by the progress it has made in establishing new speed and endurance records during the past nine months. The most notable of these records was made last fall when the Studebaker Commander travelled 25,000 miles in less than 23,000 consecutive minutes. Nothing on earth has ever travelled so far so fast.

Recently further performance records were established by the President, the Director and the Erskine Six, bringing to Studebaker every existing American speed and endurance record for fully equipped stock cars. A President 8 sedan broke all stock enclosed car records from 5 to 2,000 miles and from 1 to 24 hours. Two Directors travelled 5,000 miles in less than 5,000 minutes setting a record for stock cars in their price class. Two Erskine Six sedans travelled 1,000 miles in less than 1,000 minutes—a record for fully equipped stock cars in their price class.

road test, also any tendency to lift the floorboards in order to notice the condition of the universal joint at the front end of the propeller shaft and to see whether oil is leaking from the rear bearing of the gearbox, which is just in front of this joint. The back axle should also be examined for signs of oil leakage at the central part of the casing and at the ends adjacent to the wheels.

Steering can be tested in a trial run, and by jacking up the front wheels and turning them an idea can be obtained of the amount of wear in the connections. It is easy to see whether there are any broken leaves in the springs. The electrical system cannot be closely inspected by an amateur, but the starter motor, ammeter, and lights can be tested.

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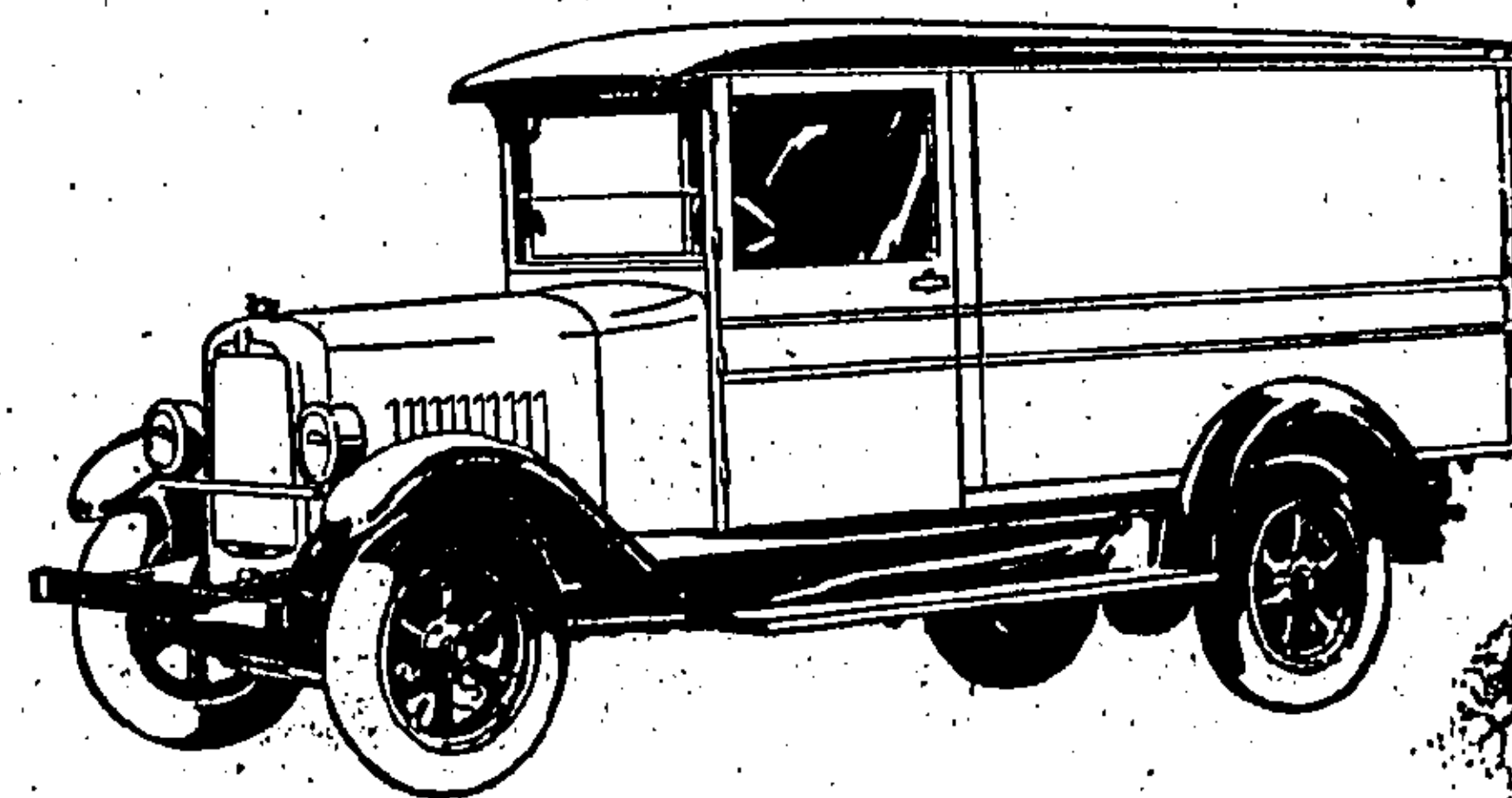
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RECORDS BROKEN.

GRAHAM-PAIGE PRODUCTION.

21,881 CARS.

Graham-Paige production for 1928 passed 21,881 cars on the second day of May.

The new model Graham-Paige car sponsored by the three Graham brothers in the first four months not only equalled last year's total production but every production and shipping record in the 18 years' history of the factory was broken. In April monthly and weekly production records were surpassed and a single day's shipping record was also broken.

In the single week, April 23 to 29, the shipments of Graham-Paige motor cars totalled 2,195. This was more than 10 per cent. of the entire 1927 production.

These records were made despite the fact that production, during the month of January was considerably delayed and it was not until January 20 that the 200th Graham-Paige car was built.

This phenomenal record of production has been fully reflected in export shipments. Export orders shipped and on hand for the first five months of 1928 showed an increase of 75 per cent. over the best previous five months' record made during the company's entire 18 years' history.

FAULTY SPRINGS.

HOW SQUEAKS CAN BE CURED.

WRAPPING METHODS.

When the springs of a car are very free and when, in the case of a sports car, it is desirable to stiffen up the whole spring, independent of the shock absorber, the best plan is to bind the leaves together by wrapping whipcord round the leaves, with a knot at frequent intervals. This is not so easy an operation as it may sound. The cord has to be really tight the whole way along, and the knots must be reliable, otherwise the whole wrapping will come undone in a very short time. Wrapping a spring in this fashion is useful when a car is about to be taken on a tour, as it slightly reduces the possibility of breaking a spring leaf owing to the cord limiting substantially the flexion of the spring leaves.

BINDING THE SPRINGS.

Stout insulating tape can sometimes be used with advantage in place of cord, and there is a gaffer, which is put on puttee-wise, and has practically the same effect. Before the wrapping is put on, the springs should be greased to prevent rust. In the matter of shock absorbers, it must be remembered that the running of the car can be altered materially by the adjustment of these components. A shock absorber will not stay at the same pressure indefinitely; wear is always taking place and adjustment is consequently needed. Indeed, the shock absorber, simple and reliable as it is, should not be neglected, a fact the newcomer should bear in mind. Taking the ordinary friction type Hartford shock absorber as being possibly one of the most common types, adjustment is effected by putting a spanner on the big hexagon nut in the centre of the pack of shock-absorber discs and turning the nut in a clockwise direction, that is, the direction in which the nut is screwed further on its bolt or stud. East nut is provided with a pointer, and the adjustment should be taken up evenly; that is to say, if one nut is moved a quarter of a turn, the similar nut on the other three shock absorbers should be moved an equal amount. With a little care the resistance the nut offers to movement will tell one whether the pressures are very nearly equal.

If the shock absorbers are too loose the car will roll more and the springs become more lively than usual. If the shock absorbers are too tight the springs are very much harder, and every small inequality in the road delivers its shock straight to the body. Shock absorbers need not be very tight unless the car is used for speed events.

If the shock absorbers are much too tight the spring may practically cease to function as a spring, and the wheel, axle and spring will move as though they were one piece.

NEW INSTRUMENT NEEDED.

The most important point is to equalize the pressure on all four shock absorbers, and it would be a very good thing if an instrument existed to tell one readily what the pressure is of each. Shock absorber discs should never be lubricated.

While on the subject of shock absorbers it is well to mention that the two arms should be in the same plane, so that the point at which the upper arm is attached to the frame is in the same straight line as the point of attachment to the axle, because, if this is not so,

when the shock absorber moves, an undue stress is put upon one or other of the arms.

Other types of shock absorbers have their own individual adjustments, and certain forms of dampers have no adjustment at all, in which case the interior friction mechanism should be removed. Never run with a shock absorber broken away on one side of the car and its companion shock absorber in full working order on the other side.

KEEPING FOOT CONTROL.

As time goes on, the surface on the pedal plate of a car becomes shiny, and therefore slippery. It is not well to allow the process to go too far, because in an emergency the foot may slip from the clutch or brake pedal, with disastrous results. The pedal plate can be roughened by cutting lines in it with a chisel, or punch marks can be made all over the plate, while, alternatively, rubber covers can be obtained, which will fit accurately over the plate, and may be renewed when, after long usage, they become badly worn.

FAST OR SLOW?

THE PROBLEM OF TRAFFIC CONGESTION.

Colonel Waldon, a director of the Detroit Automobile Club and a member of the Rapid Transit Commission of that city, takes exception to the view frequently expressed that high rates of speed lessen congestion by keeping traffic moving at a more rapid pace. He considers that 15 to 22 miles an hour is the most satisfactory and fastest speed in a line of traffic.

"The speed at which the greatest number of vehicles can pass a given point," says Colonel Waldon "is approximately 15 miles per hour. Eighty-nine out of a hundred would say that the higher the speed the greater the capacity, whereas the opposite is true above this particular speed."

"At sixty miles per hour, only 60 per cent. as many vehicles will be able to pass the same point as could pass were all travelling at fifteen miles per hour. The reason is that at each increase in vehicle speed there must be an increase in the safe distance between vehicles."

"With each increase in speed there is consequently a lesser number of vehicles occupying one mile of the single traffic lane. With the line moving at sixty miles per hour it is easy to see that if more vehicles are introduced, thereby lessening the interval between cars, the speed of all cars must show down to what is safe for the new distance that separates each one from the other."

"A stream of motor cars is unlike a stream of liquid, the greatest speeds of which are through bottle necks and with the lowest speed in the wide place that lies between. The automobile speeds up in the wide places and becomes jammed in the bottle necks and sharp turns. Trying to force a large number of automobiles through a zig-zag intersection may be likened to cramming a lot of bricks through a pipe with a sharp bend in it."

EXPORT MOVE.

DETROIT TO SPAIN BY WATER.

The sailing of the s.s. "Tractor of Hamburg" from Detroit inaugurates a new development in automobile exporting. Instead of the usual practice of shipping cars to the Atlantic seaboard by rail and thence by water, the cargo of "The Tractor," consisting exclusively of Studebaker-built cars bound for Barcelona and Bilbao, Spain, will follow an all-water route to its destination.

Passing from Lake Erie to Lake Ontario through the Well-



and Canal, the ship will follow the St. Lawrence River past Montreal and Quebec into the Gulf of St. Lawrence, thence into the North Atlantic.

Additional interest was roused by the shipment due to the fact that of the 248 cars constituting the cargo, 55 were shipped under the name of the largest individual user of the method of shipping cars unboxed, having in line as the point of attachment to the axle, because, if this is not so,

OVERHAULING.

HOW AN AMATEUR MAY DO IT.

NOT SO DIFFICULT.

"Overhaul" is a word which generally brings visions of expense and trouble to the average owner. Really it is easy for an amateur to make a good job of an overhaul if he has sufficient time to spare to do things efficiently. In the average garage there is not room for the strong various parts, and the best solution is to stand the body itself out of doors, covered by a tarpaulin. The chassis can then be manoeuvred without hindrance in the garage. Mats, cushions and other sundries can be stored in the house itself.

The preliminary is a wash-down more thorough than usual; it would be worth while paying extra attention to the bodywork and upholstery, for in the ordinary course so good an opportunity, no doubt, will not present itself for some time. The actual dismantling may be taken in any order found convenient; probably the bonnet, radiator and lamps will be the first items, then the wings and running boards. When lamps mounted on the wings, the cables should be drawn down the tubular wing-stays, if thus fitted, towards the frame, so as to leave the wings clear. If the wings are bent or dented beyond the amateur's power of straightening, it would be wise to send them at once for a quotation to some firm specializing in this kind of work.

HEAVY JOBS.

The wiring must be taken down on some system or endless time will be wasted when reassembling in trying to find where each length of cable goes. A plan as simple as any is to detach only the outward ends of the wires, leaving them connected at the junction box or switchboard, and tying each cable in a neat coil with a label to say where its outward end went. Each one of the inward connections will, of course, eventually, be taken down, cleaned and refitted; but the overhaul of the electrical equipment is a job by itself. The switchboard, in some cases, is carried with the instruments, on a metal extension from the dash, and the body may be removed without disturbing it. More usually it will be necessary to dismount the facelab and draw the switchboard and the instruments first. Care should be taken not to burr the slots of the nickelled screws by which it is generally held.

Probably the body will come next. This and the engine are the heaviest jobs in the overhaul, and the body is the more awkward of the two. There are some practical points. The chief is to see that there are no wires, control rods or piping, left by accident connecting the body and chassis. It is the easiest thing in the world to overlook these. Some bodies come away leaving the dash on the chassis, but more usually the dash belongs to the body.

CONTROL TO BE FREED.

The bonnet plates must not be forgotten. They are the wood or

metal pieces between the frame and the bonnet, and usually carry the control rods on the dash connected to the steering column. These must, of course, be freed. In all there will be a lot of disconnecting necessary, more than one would expect.

It will save a good deal of labour if the steering column and box be removed bodily, together with the gear and brake levers, as then the body need not be lifted so high. The bolts holding the body to the frame must be taken right out; it will not do merely to remove the nuts hoping that the bolts will draw out as the body is lifted. They might, but they would more probably stick in their holes.

To try if the body is free, raise it on one side with a lever for about an inch, and put in a block of wood. Treat the other side in the same way and afterwards put in two more blocks, so that at last the body is raised clear of the frame. If it does not lever up readily something probably still needs disconnecting, somewhere—quite likely some perfectly obvious thing, such as a petrol pipe from a dash tank. When the seats are fixed to the frame separately from the body they must come out before the body is removed. Everything must be perfectly clear, so that it is advisable to attend to all these points and others that occur with each individual car before the helpers arrive to get the body off.

LIFTING THE BODY.

To man-handle an ordinary body comfortably four persons, at least, are necessary. Two will stand on each side and the body will be best drawn off straight backwards, remembering the two assistants at the dash end will probably have to lift 6 in. or 8 in. to clear the pedals.

Where the gearbox and engine are separate, with an open propeller shaft, the shaft should be disconnected at one of the universal joints or flexible couplings; after that the gearbox will come away easily, followed by the clutch leaving the engine clear. A short examination of the particular car will enable one to plan out the best way in which to go to work. The makers' instruction book often gives directions for these major operations, and should be consulted if available. If not, the job is open and simple enough provided, one looks ahead for the most convenient method.

REMOVING THE ENGINE UNIT.

When the engine and gearbox are of unit construction or bolted together to form a unit, this will prove the heaviest job that has to be tackled. If there be a handy beam overhead and tackle can be borrowed, the simplest and obviously the best way is to swing the unit out, run the frame and wheels away, and then lower the unit on wooden blocks. Once on the floor it can be worked on to some purpose. If there be not much room or equipment for handling such heavy stuff, it can be lowered gently on its side and the sump removed, the big ends dismantled and pistons and connecting rods drawn, the gearbox taken down and so on, until one gets to the top half of the crankcase and the crank shaft.

When the engine cannot be swung out with a tackle it must be lifted out; sometimes it may be possible to work the other way, i.e. to take the frame away from the engine instead of taking the engine away from the frame. One just jacks up the wheels are then removed, followed by the axles and springs. This leaves only the frame and the power unit. By carefully lowering the frame, each end alternately, the unit is brought to rest on the floor. It is then a simple matter to undo the bolts and remove the frame, leaving the unit clear to work on.

TRAFFIC BLOCKS.

CINEMA HELPS TO SOLVE STREET PROBLEMS.

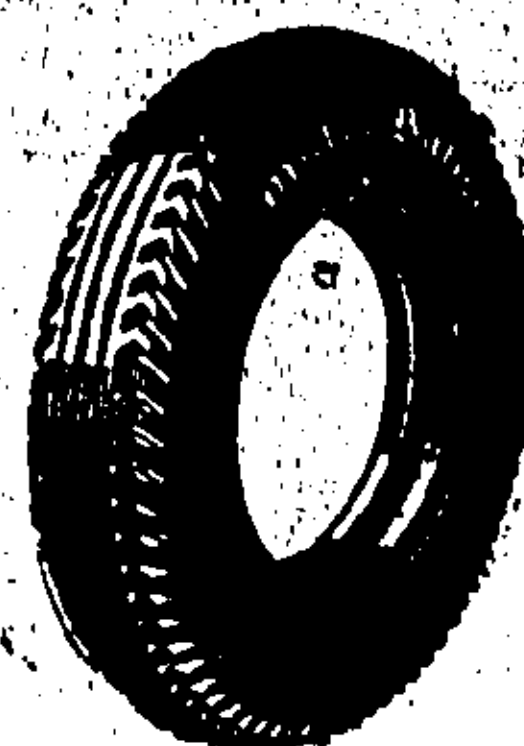
A cinematograph survey of London, to help the authorities in their study of the tangled traffic problem, is now being made by the Home Office, acting in conjunction with the Ministry of Transport and Scotland-yard.

Four officials, accompanied by an experienced cinema photographer with a camera mounted on a tripod, set out from Scotland-yard with a police inspector. For five hours they were engaged in taking the first series of pictures showing how London struggles to get from one point to another.

Parliament-square, Trafalgar-square, and Piccadilly-circus were the centres which claimed first attention. The traffic at all these important points was photographed from various angles—from the ground and also from high buildings—with the object of illustrating how traffic accumulates, how it is released, where it comes from, where it goes to, how it is controlled, and how pedestrians cross the road—if they can. Scores of important streets and junctions will be photographed during the busiest times of the day. When the work is finished, the films will be shown privately to Ministry of Transport and other officials.

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MR. J. W. PACKARD.

CONTRIBUTIONS TO THE MOTOR CAR.

The death of J. W. Packard recently at Cleveland recalled to the minds of many veterans of the automobile industry outstanding contributions to the motor car industry made by the originator of the Packard automobile. Many things now used on all cars were the invention of Mr. Packard more than a quarter of a century ago.

J. W. Packard and his brother, W. D. Packard, were prosperous manufacturers of electric lights and electric supplies at Warren, Ohio, when they decided to build an automobile. Their car was completed November 6, 1899. It was such a success that friends forced them to build others, and in a short time the Packard Motor Car Company was launched.

Early Invention.

The first car, designed and built by J. W. Packard with the assistance of W. D. Packard, contained the basis for the automatic spark advance now used on all cars. A patent on the device was granted Mr. Packard two years later in addition to an automatic advance the original patent covered mechanism for producing a spark of constant duration, regardless of the speed of the engine, a feature without which automobiles now could scarcely run.

The familiar "H" slot for shifting gears, found on all motor cars now manufactured, was another of the better known mechanical features invented by J. W. Packard. The first Packard car had a cross spring at the front end similar to that used for a number of years by one of the largest manufacturers and this, too, was covered by a patent granted Packard.

Motorists can set the throttle control of their cars on the steering post and operate the foot accelerator without disturbing the setting of the hand control because of another invention of Mr. Packard. He was granted a patent on this device, now universally used, in 1905.

One of Mr. Packard's original inventions played an important part in the Liberty motor. It was the use of a sheet metal water jacket for the cylinders, first employed by the Packard brothers in the building of their cars in 1902. The cylinders of practically all water-coloured aeroplane engines are made in the same manner now.

Most of the patents issued to Mr. Packard for motor cars have expired, but a large number are as universally used as those mentioned on which the original patents have also expired. Important as they have been in the industry, it is believed that some of the original Packard developments with materials for cars overshadowed them.

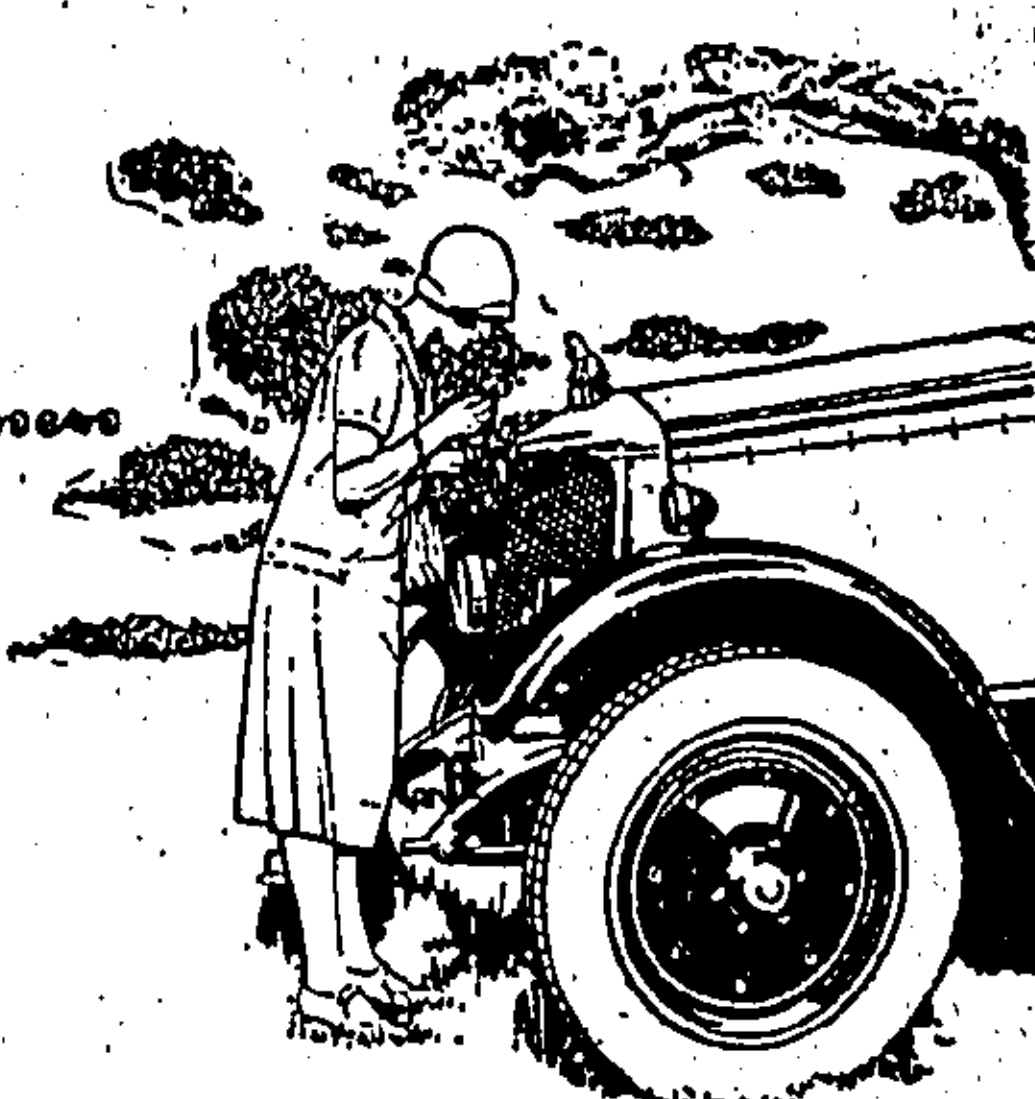
In an interview some time before his last illness J. W. Packard said that difficulties in finding suitable materials was one of the greatest troubles experienced in the early days. Armour plate steel sheets gave the only steel that could be found suitable for making gear wheels. It ruined the tools which were used to turn out the gears, however.

Because of the endless trouble encountered with grades of steel then available and in machining them, the Packards were forced into intensive research in heat treatment of metals. The Packard company, through the start made by J. W. Packard and the work which has been continued since the earliest days of the company, has been credited with a great part in the heat treating science, one of the greatest contributing influences in the present mechanical age.

WINTER DRIVING.

THE AVOIDANCE OF SKIDS.

Few drivers seem to realize that, with the inception of winter, driving conditions alter vastly. In summer the surface of the road does not vary in winter it varies every few yards. Roads which are good in summer, and over which the car will run with no need for spe-



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cial thought on the part of the driver, become treacherous and slippery with rain, and it is necessary to drive with the utmost care. There are few more sensations than a skid. The car is proceeding sedately in its appointed direction; suddenly the bottom seems to drop out of the universe, the driver feels disembodied, and the car seems bewitched. The rear wheels have shown a decided preference for a crab-like method of progression, and the car has skidded sideways to the edge of the road.

If there be plenty of room a skid is not dangerous; it is difficult to overturn the modern car. But if a car skids in a narrow street the frantic efforts of an inexperienced driver to correct the trouble, may cause a serious accident. The main thing to remember when a car skids is that the brakes should not be applied. The accelerator should be released immediately, and the steering wheel swung in the direction of the skid. Application of the brakes merely accentuates the skid.

Skids, or most of them, may be avoided. They are generally caused by violent braking or too sudden turnings. Corners which can be negotiated safely in dry weather, the accelerator should be rounded much more slowly after rain. Almost all metropolitan

roads are tar or bitumen coated, and rain tends to make them very slippery. When brakes are applied suddenly it is very probable that one wheel will fail to grip the road as well as the other, and a skid follows.

In wet weather it is foolish to follow closely behind another car, or to attempt cutting-in in a stream of traffic. Recently I saw an instance of how cutting-in might cause an accident. A line of cars was travelling in one direction, and a solitary car going the opposite way. Suddenly a car left its place in the stream, found the car going in the opposite direction almost upon it, and accelerated in an effort to get round the car in front of it and into line again. The swerve and acceleration, combined with a wet road, resulted in a magnificent skid, the car broadsiding towards the approaching vehicle. Fortunately, the latter was able to stop in time, and the cars came to rest with only about two feet separating them.

On country roads there is always the possibility of a skid if wet weather. Patches of clay become very slippery, and cause skids at even moderate speeds. For this reason it is always as well to slow right down when approaching culverts or bends. What must be remembered is that "indefinitely more care is needed" in wet weather. "Passenger."

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AN ART.

HOW TO USE THE
TELEPHONE.

SHUTTING UP.

A School is badly needed for teaching the art of speaking on the telephone—not so much in the matter of articulation as when and how to close down a conversation.

It is a difficult art: and longwinded winders-up are becoming the curse of the telephone system. An accumulation of time, which must amount collectively to hundreds of years per annum, is wasted by the rhodomontade of people who do not know when to finish.

Most telephone users are like the old-fashioned preachers, who having completed a thirty minutes' three-decker sermon, used to take another quarter of an hour with the "Finally, my brethren."

Brown, of the stock Exchange, talking to Jones fixing a round of golf for Saturday. He has named the course and the hour, and Jones has said.

"Right-o, old boy."

There the thing should end, but Brown feels this would be abrupt. "I shall motor down. I've still got the old Vermicelli. Good car, but wants decoking. I think I shall take her to Chippers Good people, eh, what? You don't think so? What's that? Oh, Slap and Dash's. Well, do you know I took a car there once—" and so on.

Family Details.

"By the way, why not bring the wife and I'll bring my eldest daughter, Daphne. Yes, topping girl, though I say 'so' just engaged. You know that Brindley boy—the one who did so well at Oxford—"

And so forth.

After ten minutes he finally recapitulates the whole necessary message. "Right-o, then. Eleven thirty."

Mrs. Williams, occupying the line for fifteen minutes to tell Mrs. Smith she is so sorry she cannot make one at Bridge that evening, is just as bad. She tells the whole of the day's domestic troubles—whispers something about "Some one—you know who," and "I'll tell you all about it later. Do you know what she did at the Twiggson's dance? Oh, perfectly outrageous, my dear!"

From this she strikes the tangent of the dance itself.

Finally she concludes with the full message. "So sorry I can't come, darling. Better luck next time."

Yes, a school for teaching!

"Amen" to telephone users is a crying need.

DACOIT KILLED.

CHASE OF AN INDIAN
BRIGAND.

Allahabad.—After an exciting encounter in Bikaner and Jaipur States with Bikaner and Jaipur police and military, Bahar Singh, leader of a notorious gang of dacoits, was shot dead by a sowar (mounted soldier or constable) of Bikaner. The last of a long series of crimes traced to Bahar Singh's gang was dacoity in Bikaner. The Bikaner authorities then ordered fifty sowars to assist the police in rounding up the dacoits.

Over three weeks were spent in tracking the dacoits in Bikaner, Sikar, and Jaipur territory before eventually Bahar Singh, on his way to Udaipur, ran into a strong party of Bikaner and Jaipur police and military at Grawadikiga Thi. He evaded his pursuers for several hours, making desperate efforts to escape to the hills near by before he was shot as stated.

A havildar of the Bikaner camel corps was killed and a jemadar wounded during the encounter and stand. Bahar Singh was formerly in the army, but left the service to join the dacoit gang, of which he became the leader. The daring and clever gang of dacoits, often called man-eating tigers, in the States mentioned, are gradually being exterminated.

PEER'S WILL.

LEAVES \$2,000,000 FOR HIS
WIFE.

140 WORDS WILL.

Lord Dalziel of Wooler, who died on April 18 last, has left all he possessed to his wife.

His fortune, as indicated recently, was an enormous one, the gross value of his estate in Great Britain being \$2,274,219 8s. 8d.

Out of this however, death duties amounting to \$366,998, have had to be paid.

Lord Dalziel made his will on November 27, 1919, just after the war had ended. The document is so short that, including the testament clause and the names of witnesses, it consists of only 140 words.

Lord Dalziel, as chairman of the Pullman Car Company and president of the International Sleeping Car Co., was known as "The Sleeping Car King," and one of his efforts resulted in the "Blue Train" to the Riviera.

The tribute he paid to Lady Dalziel in leaving her the whole of his vast fortune is one that will be understood by all who knew of the wonderful affection they had for one another.

They were married more than fifty years ago, and Lady Dalziel was a real helpmate to him in all that he did. Every morning she would drive him to the City in her small car and in the evening she would journey to the City to drive him home.

She nursed him night and day through his last illness.

His death was her second great sorrow. The first one had been shared, for their only child, a girl, died in early life.



DON'T BE HELD DOWN
BY ILL-HEALTH.

Many people struggle along daily under a load of misgiving as to how much longer they can manage to keep going. They are conscious of failing powers, that brain and body do not respond to the will as readily as in times past; they are troubled with aches and ills which formerly were unknown to them.

The digestion, too, is not what is used to be, in fact, in most of these cases it is just here that the root of the trouble lies. For when the digestive organs are not doing their work properly the blood becomes impoverished, the nerves fail, the whole system gets into an enfeebled, poisoned condition.

Are you one of those thus afflicted? If so you will be glad to know that it is in meeting and overcoming just such conditions that Dr. Williams' Pink Pills do their best work. As a Blood Builder and Nerve Tonic of unsurpassed merit they rapidly restore health and power to the digestive organs and revivify the whole system. A typical example is the case of Mr. J. Hall, of 14 Uxbridge Street, Ashton-under-Lyne, England, who states:

"Some time ago I began to suffer severe stomach pains after every meal. These grew worse, until the smell of food became loathsome. All energy and strength seemed to leave my body.

"One day a friend recommended Dr. Williams' Pink Pills. Before I had taken many of the Pills I noticed an improvement. I persevered, and was soon able to eat a solid meal without a suspicion of pain. I began to feel like a new man. My nerves grew strong again, my appetite came back, and life was once more worth living."

You can obtain Dr. Williams' Pink Pills from chemists everywhere, or post free at \$1.50 per bottle, \$8 for 6 bottles, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai. But if buying at a shop be sure and ask for, and insist upon having

DR. WILLIAMS' PINK PILLS.

ITALY'S AIR FORCE.

60 SEAPLANES TO CRUISE
MEDITERRANEAN.

AMBITIOUS PROJECT.

Rome.—Italy, which now claims to hold third position in military aviation among the European Powers, will shortly give a demonstration of the great progress which has been accomplished (says a home paper to hand.) A definite decision was taken in the presence of Signor Mussolini for an immediate cruise of nearly sixty seaplanes, under the command of General Pinedo, over the Mediterranean, touching the North African, Spanish, and French coasts.

The flotilla starts from Orbetello, some ninety miles from Rome, and flies in regular formation to Cagliari, in Sardinia, to Pollenza, in the Balearic Isles, to Carthage and Tortona, in Spain, and thence to Marseilles and back to Sardinia and Orbetello. The air fleet is divided into three squadrons, the first two commanded respectively by Colonels Cassone and Lodi, and the third by General Pinedo himself. They are followed as far as Cagliari by Signor Balbo, Under-Secretary for Aeronautics, and the air attaches in Rome of England, France, the United States, and Spain are invited to accompany the cruise.

The object is to demonstrate the efficiency of the machines and motors built in Italy and give individual pilots and commanders of flotillas the opportunity of practice on a large scale. A staff commander of the Admiralty also accompanies the air fleet part of the way.

POLICE "SPYING."

SEVERE CRITICISM BY A
SOLICITOR.

Summonses against Harry Charlwood, of the Sobright Arms, Barnet, for supplying intoxicating liquor after ten p.m., and against six customers for consuming the liquor after closing time, were dismissed by the Barnet Bench.

Police-constable Heathcote, in evidence, admitted that he went to the house in plain clothes at 9.45 and conversed with the customers.

After he had given an account of what drinks were bought before and after closing time, Mr. Hatton, the defending solicitor, said:

"Police-constable Heathcote is nothing less than a police spy, and is something perilously near being an agent provocateur. He was deliberately endeavouring to get men to break the law. He bought whisky at the public expense in order to get 'well in' with the firm. That was part of the plan. Then he bought a bottle of whisky, from which he offered drinks after closing time.

Further summonses against the licensee of the Mitre Hotel, for permitting drunkenness on his premises also were dismissed.

DISGRACE TO NAVY.

Mr. Justice Hill granted a decree nisi to Mrs. Nancie Tyrrell Higgins, of Ellerker-gardens, Richmond, who alleged that her husband, Mr. Lawrence Raikes Higgins, a lieutenant-commander in the Royal Navy, had committed misconduct with his wife's younger sister, Eve Japp.

The marriage was in 1922. The Judge said: "This is a most shocking case. It is difficult to believe that a man who holds a commission should behave in such a disgraceful way. He is a disgrace to the Navy. There must be a decree nisi with costs, the petitioner to have the custody of her child."

Moscow, June 20.—The Irvestya heralds the conclusion of the Russian treaties with Turkey, Persia and Afghanistan as the dawn of a new era. The paper states that the treaties form a chain enabling the Soviets politically and economically to withstand every possible capitalist attack.

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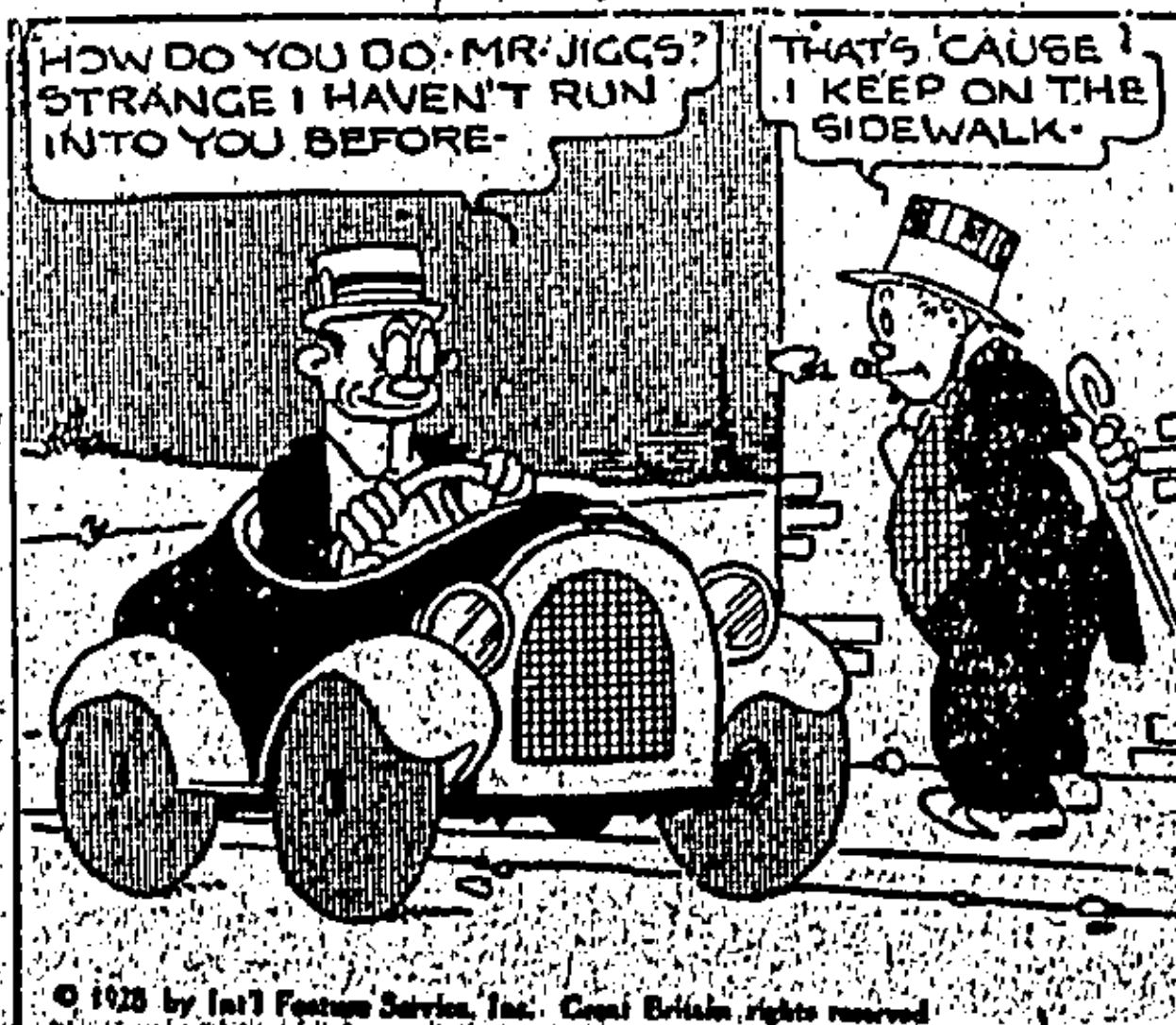
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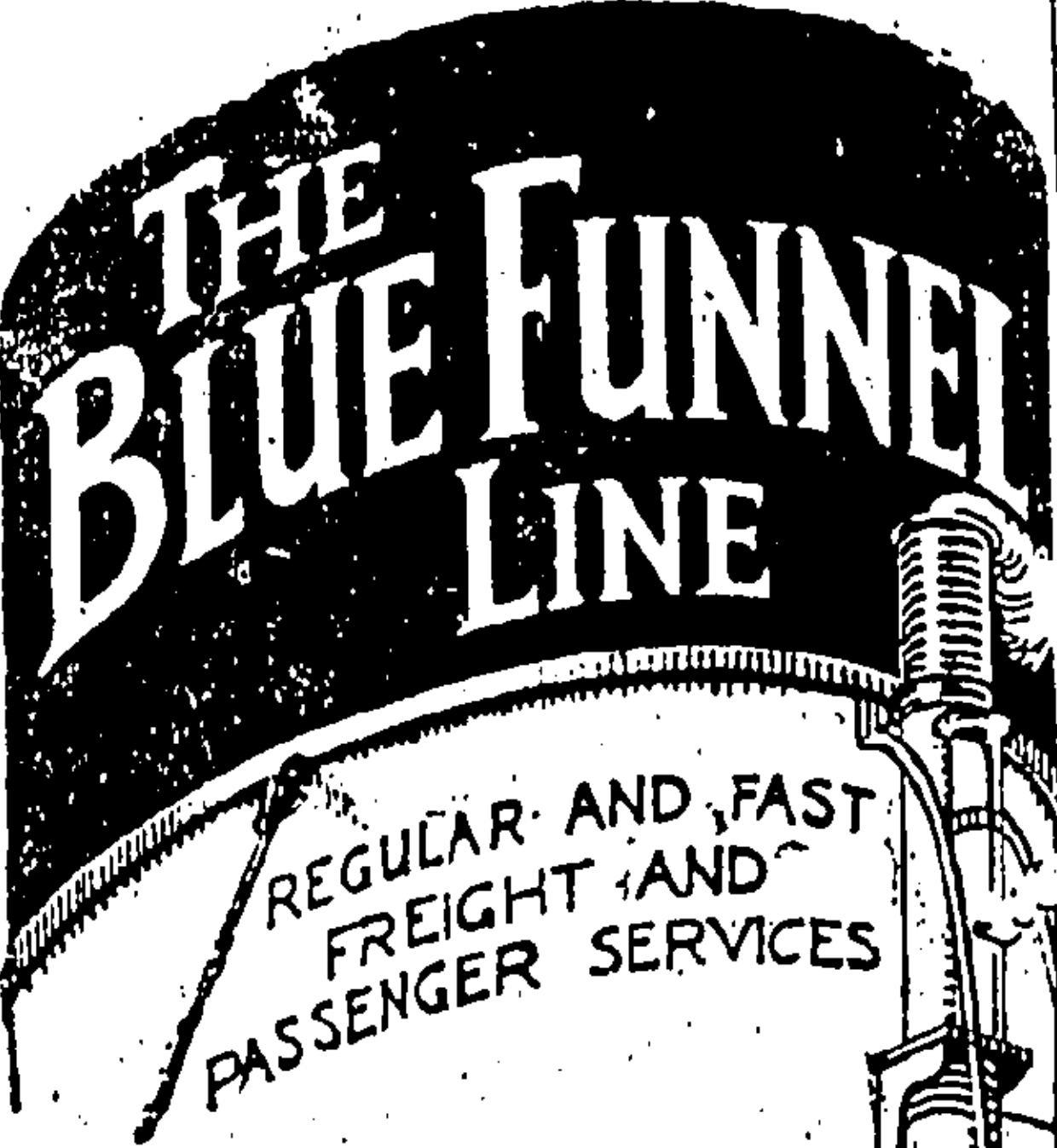
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LONDON SERVICE.
"PERSEUS" 24th July. Marseilles, Genoa, London, Rotterdam & Hamburg.
"GLAUCUS" 7th Aug. Marseilles, Genoa, London, Rotterdam & Hamburg.
"PHILOCTETES" 21st Aug. Marseilles, Genoa, London, Rotterdam & Hamburg.
LIVERPOOL SERVICE.
"RIEKENOR" 20th July. Genoa, Havre, Liverpool & Glasgow.
"ANTIOCHUS" 20th Aug. Genoa, Havre, Liverpool & Glasgow.
PACIFIC SERVICE.
via KORE & YOKOHAMA.
"PROFESSOR" 15th July. Victoria, Vancouver & Seattle.
"TALYRUS" 2nd Aug. Victoria, Vancouver & Seattle.
NEW YORK SERVICE.
"DARDANUS" 27th July. Boston, New York & Baltimore.
"LYCAON" 24th Aug. Boston, New York & Baltimore.
PASSENGER SERVICE.
"AENEAS" 4th Sept. Singapore, Marseilles & London.
"SABEDON" 3rd Oct. Singapore, Marseilles & London.
OUTWARD SERVICE.
"NINGCHOW" due 17th July. Shanghai, Moji, Kobe & Yokohama.
"ACHILLES" due 24th July. Shanghai, Moji, Kobe & Yokohama.
Also cargo steamers with limited passenger accommodation at specially reduced fares.
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POST OFFICE NOTICE.

Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed.

INWARD MAILS.

From	THURSDAY, JULY 12.	Per
Shanghai and Amoy	12.	Kanchow
Europe via Negapatam (Letter only, London 14th June)	13.	Kidderpore
Amoy	13.	Talamba
Japan, Shanghai and Europe via Siberia	14.	Kamo Maru
U.S.A., Honolulu, Japan, Shanghai and Europe via Siberia	14.	Pres. Adams
Shanghai and Swatow	15.	Shantung
Manila	15.	Empress of Asia
Europe via Negapatam (Papers only, London 14th June)	16.	Hong Hwa
U.S.A., Honolulu, Japan and Shanghai	17.	Pres. Grant
Straits and London (Parcel Mail, London 7th June)	17.	Ningchow
Saigon	19.	Andre Lebon
Australia and Manila	19.	Mishima Maru

OUTWARD MAILS.

For	THURSDAY, JULY 12.	Per
Tourane	12.	Chung Kong 3.30 p.m.
Amoy	12.	Ho Sang 5 p.m.
Fort Bayard	12.	Sun Kong 5 p.m.
Hoihow	12.	Pheampenh 5 p.m.
Japan and *Victoria, B.C.	13.	Protesilaus 10.30 a.m.
Swatow, Amoy and Foochow	13.	Hai Ning 2 p.m.
Haiphong	13.	Tonkin 3.30 p.m.
Shanghai and Europe via Siberia	14.	Suiyang 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 13th Aug. K.P.O. Registration 4.30 p.m. Letters (July 14th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters (July 14th) 9.30 a.m.	14.	Kamo Maru
Wai Hai Wei	14.	King Chow 2.30 p.m.
Manila	14.	King Yuan 5 p.m.
Shanghai and Europe via Siberia	15.	Pres. Adams 5 p.m.
Straits and Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles—due Marseilles, 13th Aug. K.P.O. Registration 4.30 p.m. Letters (July 14th) 9 a.m. G.P.O. Registration 8.45 a.m. Letters (July 14th) 9.30 a.m.	15.	Talamba
Shanghai and Europe via Siberia	15.	Hozan Maru 9 a.m.
Bangkok via Swatow	15.	Kalgan 9 a.m.
Swatow	16.	Kanchow 10.30 a.m.
Shanghai, Parcels 3 p.m. Registration 4.15 p.m. Letters 6 p.m.	16.	President Jefferson

*Correspondence bearing vessel's name only.

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FEDERAL BANK'S RATE.

CHICAGO'S MOVE.
IMMEDIATE EFFECT ON STOCK MARKET.

NERVOUS TRADERS.

New York, Yesterday.
The advance in the Chicago Federal Reserve Banks' discount rate, which as anticipated immediately affected the stock market, prices fell off sharply following speculative selling and liquidation by nervous traders. Losses ranged from five to twenty points and also embraced investment issues. Call-money rates advanced to seven and the market closed weak. It was felt that it was merely a matter of time until the other Federal Reserve Banks followed Chicago. — Reuter's American Service.

CASE STRUCK OUT.

UNUSUAL SUMMARY COURT INCIDENT.

PARTIES ALL ABSENT.

When the usher called "Court" as usual in the Puisne Judge's Court at 1.22 a.m. to-day, every body present was facing the dock. That is to say, no party or solicitor was present on the far side of counsel's table to face the Judge. Nor was there anybody in the body of the Court.

In accordance with practice, the names of the parties were called twice, as follows:—

"Summary Action No. 767 of 1928, N. B. White and Mrs. P. C. White, No. 8, Wanchai Gap-road, v. Wong Chik, No. 8, Yue Kwong-terrace."

"All the parties are absent, my lord," said the interpreter. "The case is struck out," His Lordship ruled.

Just then, Mr. F. E. Nash of Messrs. Woo and Nash (who had acted for defendant) entered Court, not in his gown, to speak to the Puisne Judge's clerk.

"The Same Thing."

His Lordship asked: You are engaged in this case, I believe, Mr. Nash?

Mr. Nash: Yes, my lord. The solicitor for the plaintiffs telephoned me last night that he would withdraw the case this morning."

His Lordship: I have just struck it out.

Mr. Nash: It amounts to the same thing as far as we are concerned.

His Lordship: The Court has not been informed that the writ was withdrawn. I have sat."

The case was a sequel to proceedings at the Magistracy, when Mr. R. E. Lindsell (First Police Magistrate) informed Mrs. White that if she sought damages she must go to the Supreme Court.

Motor-Car Collision.

In the statement of claim (for \$1,000) filed by Messrs. G. K. Hall Brutton & Co., solicitors for the plaintiffs, it was alleged that Mrs. White had been struck down by public motor-car No. 422 outside the Wanchai Post Office, Queen's-road East, on April 6.

\$1,000 was claimed as damages for negligence by defendant, his servants or agents.

It was further alleged that Mrs. White was rendered unconscious, suffered shock, injuries to the head and right knee, and had a nervous breakdown.

Mr. White, whose name appeared as joint plaintiff, is employed by Hong Kong Amusements, Ltd.

AWAITING CALLS.

TELEGRAMS NOT YET DELIVERED.

The following unclaimed telegrams are lying at the Eastern Extension Telegraph Company office:

George Allen, c/o Repulse Bay Hotel (2), Melbourne; Bishan-narain Sarda, (Tadoban); Jardine, Saigon; Sinclair, steamship "Protesilaus"; Blue, Funnel, Eastbourne; (Retransmitted from Shanghai) Farnell, Chartered Bank, Bradford; Woo Annie, Tientsin.

According to reports from North-Eastern Brazil, more than 100 persons have died of starvation there as a result of severe drought, and large numbers of cattle have perished.

WIRELESS & CABLES REPORT.

NOT YET TO HAND.

MR. BALDWIN MAKES A STATEMENT.

EXPEDITING REPLIES.

London, Yesterday.

The Prime Minister, in the House of Commons to-day, said the report of the Imperial Wireless and Cables' Conference had now to be examined by the Governments of several parts of the Empire concerned, but he hoped that it would be possible to publish the report and arrange for it to be debated in Parliament before the end of the Session. He added that he had to-day a very urgent cable to every Dominion asking them to expedite their reply. — British Wireless Service.

A WORLD RACE.

MEARS AND COLLYER NOW IN TOKYO.

12 DAYS' TRAVELLING.

Tokyo, Yesterday.

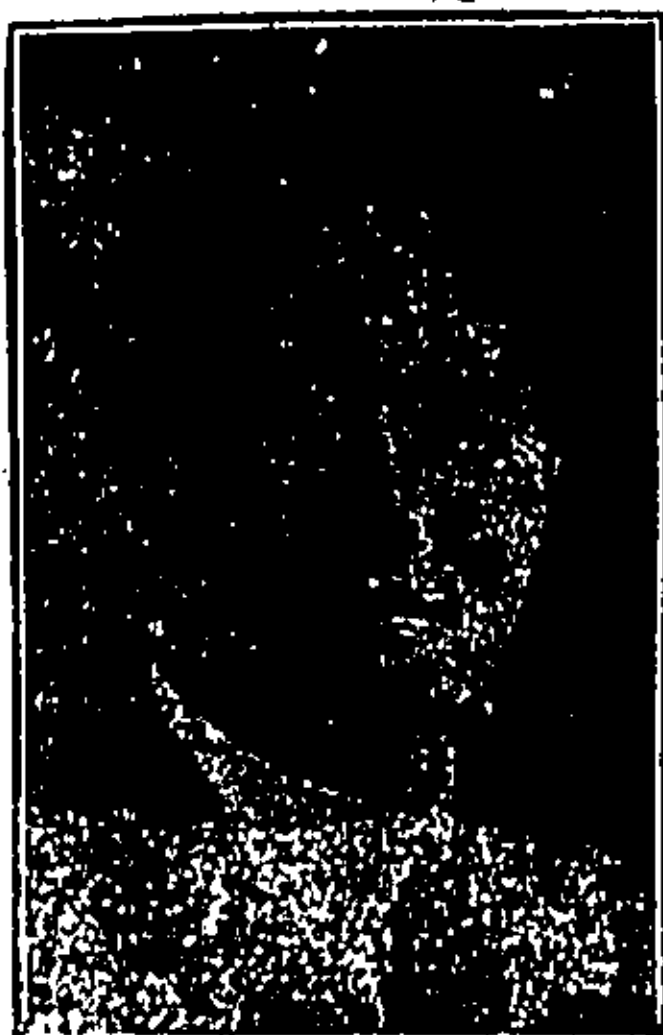
Mr. John Mears and Capt. Collyer, who left New York on June 29 in a race round the world, left Mukden by air at 4.10 this morning and landed at Tachikawa Aerodrome on the outskirts of Tokyo at 7.45 p.m. They are leaving for Canada to-morrow on the "Empress of Russia." — Reuter.

VICE-MINISTER.

MR. CHU CHAO-HSIN'S APPOINTMENT.

Shanghai, Yesterday.

The Nationalist Government Council has appointed Mr. Chu



Mr. Chu Chao-hsin, who is being congratulated on his latest appointment. He has been Charge d'Affaires in London and delegate to the League of Nations.

Chao-hsin (at present Commissioner for Foreign Affairs at Canton) as Vice-Minister for Foreign Affairs. — Reuter.

BENGAL COUNCIL.

WILLING TO CO-OPERATE WITH SIMON COMMISSION.

Calcutta, July 10.

The Bengal Legislative Council, by 72 votes to 50, has adopted a Government motion to appoint a Committee to co-operate with the Simon Commission.

The Mohammedan members sided with the Europeans.

The Labour member, Latefat Hossain, attacked the political activities of Chaman Lal and others who withdrew from the Commonwealth Labour Conference in London last week as a protest against the British Labour attitude. He said 90 per cent. of the millions of the Labour supporters they were supposed to represent knew nothing of Sir John Simon or the Commission. — Reuter.

"ANGAMOS" DEATH ROLL.

Santiago, Yesterday.

The "Angamos" death roll is now 201, in consequence of the discovery that eight more survivors escaped from the vessel in a launch. — Reuter's American Service.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand, to-day was 2/0 3/16.

LANCASHIRE COTTON TRADE.

A QUESTIONNAIRE.

INQUIRY INTO FIRM'S FINANCIAL POSITION.

INFORMATION WANTED.

London, Yesterday.

A questionnaire, issued by the Master Cotton Spinners' Association to members concerning the capitalisation of the Mills, asks details to be supplied not later than July 24, and announces their intention of presenting the results of the investigation to the spinning industry on a sounder basis. It urges that the information should be freely and correctly given and emphasises that privacy is assured. Details are sought only with regard to reconstructed firms relating to over-drafts, loans, debentures interest and rates on the share capital, etc. — Reuter.

FRENCH POLITICS.

PARLIAMENT ADJOURNED UNTIL END OF OCTOBER.

Paris, Yesterday.

Parliament has adjourned until the end of October, when M. Poincare will do his utmost to secure the voting of the budget by the beginning of the year.

The five weeks' session since the general election has been notable for the stabilisation of the franc and the passage of the Housing Bill, which is a corollary to stabilisation as it proposes to counteract the menace of the increased cost of living due to stabilisation.

Though the Government secured a big majority on each occasion, the session has been troublesome for the Government owing to the guerilla warfare waged by the extreme radicals and socialists. — Reuter.

ASKED FOR AGENTS.

EUROPEANS IN FRAUD CHARGE.

DEALING IN OIL.

Bombay, June 20.

What promises to be a prime sensation is being investigated by the Calcutta C.I.D., who have already arrested a man named Minion, and are believed to be about to arrest a number of other Europeans and Anglo-Indians, to-day or to-morrow.

The complainants are Janaki Saran Agarwalla, of Meerut, Lala Rattan Lal, of Agra, and Premchand Katarwan, of Katihar, who allege that they have been cheated by a Calcutta firm known as Messrs. Miller, Blyth and Co., of No. 32, Free School-street.

The police case is that Miller, Blyth and Co. began business in November, 1927, with their head office in Calcutta, and branches in Rangoon, Madras and Lucknow.

The firm advertised largely all over India, asking for agents to sell in their respective districts a special kerosene oil known as Lewis petroleum oil.

The price was said to be below market rates.

In answer to these advertisements, scores of applications were received, and after correspondence with the firm, it was stipulated that each agent had to make a deposit of Rs.1,500, by way of security for the 760 gallons of oil.

Agents requiring a larger supply would be asked to make a correspondingly larger deposit.

The police state that a number of would-be agents sent sums of money to the firm, but failed to receive any oil.

The police investigation, it is reported, revealed the fact that the firm had no oil of any description at their disposal.

The C.I.D. alleges that the firm received over Rs.100,000 from would-be agents, and that the present complainants deposited Rs.5,000 between them.

In connection with the report made to the Shaikwan police by Mr. Wong Kwai of the loss of \$200, which he left in the deposit room of the South China Athletic Association's bathing matched at Tsat-tai-mul, a paragraph in this morning's police reports stated that the money had been recovered.

A PICTURE TO RANK WITH "SORRELL AND SON"!

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USUAL TIMES AND PRICES.

A HEART-WARMING TALE OF THE TRIALS AND ESCAPADES OF A BEAUTIFUL CHORUS GIRL!

NORMA SHEARER

IN

UPSTAGE

A BRILLIANT SUCCESSOR TO

"HIS SECRETARY."

AT THE **WORLD** TO-DAY TO SATURDAY.
Orchestra 5.15 & 9.20.
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